

# Northern Ontario Canoe Routes

CANON  
NR  
-72 N55

3 1761 11548186 3

Ministry of Natural Resources

Hon. Leo Bernier, Minister  
W. G. Macnee, Deputy Minister

Ontario Provincial Parks  
and Recreation Areas Branch



1/12 3/8/55

# Northern Ontario Canoe Routes

Government Publications

Ontario  
Ministry of Natural Resources  
616  
=

General publication

## Restrictions

Few people realize the many opportunities they have to experience the challenges met by the early explorers and voyagers who first crossed this continent. Ontario enjoys the benefits of a vast network of 250,000 lakes and connecting waterways permitting — from the earliest Indian with his birchbark canoe to the French fur traders and adventurers — unlimited canoe travel in almost any direction.

This publication describes selected portions of 10 major drainage basins in northern Ontario. The canoe routes outlined here are currently being re-developed and maintained by the Ontario Provincial Parks and Recreation Areas Branch. They provide a variety of travelling conditions throughout a wide range of water, forest and geological conditions. Many of these routes lead through huge wilderness expanses, far from civilization. They offer an outdoor experience rarely found in more settled parts of North America.

The success of your wilderness trip depends entirely upon your own resourcefulness. Pre-planning is an essential requirement, as you must carry enough provisions for each trip. Times have changed since men expected to live off the land; today few of us are prepared to risk our lives; and, improperly prepared, most of us would fail to survive. This publication suggests trips where you may still find true adventure, as well as tips on how to avoid serious difficulties.

Today's canoe trippers should respect the rights of all wildlife encountered during the journey. A camper's waste glow in a well-kept campsite is a memorable experience. The co-operation of all wilderness travellers is necessary to ensure the enjoyment of those who follow.

## General Information

**Fishing:** Plan to fish on your trip in northern Ontario. Most of these waters abound with pickerel (walleye) and northern pike. Many waters containing good populations of lake trout, brook trout or bass are noted in the Fishing Summary obtainable from sporting goods stores, licence issuers and District Office. The fishing gear to the canoe gunwale for easy portaging and the convenience of a fishing break during the day.

An Ontario Angling Licence is required by any non-resident over 16 years of age.

**Archaeology:** The locations of many historical sites relating to the fur trade era have been discovered along the major water routes in Ontario. A few sites have already suffered serious and irreparable damage from persons who are unaware or inconsiderate of the values to be protected.

**Rock Paintings and Carvings:** Many civilizations lacking a written language have recorded their history and culture by painting picture stories or pictographs on the rock walls of caves and prominent landscape features. Many pictographs in Ontario drawn by native Indian people are estimated to be several hundred years old. These paintings are found throughout the province on rock outcroppings, usually close enough to water to have permitted the artist to stand in a canoe. The unknown pigments have withstood the elements throughout the centuries. Similarity in subject matter and symbols suggest that the paintings were done by the same culture. Many symbols seem related to the ancient religion of the Ojibwa and Algonquin tribes.

**Northern Lights:** One of the great pleasures a traveller in the middle and far northern latitudes can experience is to view the Aurora Borealis. Commonly called the Northern Lights, these great streams of either colourless light or light tinged with rose, green or yellow, move swiftly and erratically back and forth across the night sky. This phenomenon is believed to be caused by particles, electrified by the sun, hitting and moving along the earth's magnetic lines of force toward the magnetic pole.

**NOTE:** If you want to take your camera, be sure to pack your equipment in a waterproof container.

**Guided Trips:** An experienced guide should be hired for all trips through the area from Highway 11 north to James and Hudson Bay. The knowledge of a guide in isolated, wilderness country can make or break a trip. Canoeists with limited experience should choose a shorter trip in a less remote area. Many charter air services throughout northern Ontario can provide float plane transportation, permitting travel on selected portions of most routes.

Additional information about guides, outfitters or air transportation can be obtained from Ontario Provincial Parks and Recreation Areas District Offices. (See District Offices).

**Firearms:** (Restrictions) Firearms are not required for protection from any animals in northern Ontario. It is unlawful to be in possession of firearms, or use them in Ontario, for the purpose of hunting at any time without the authority of a hunting licence. **NO HUNTING LICENCE IS VALID IN ANY PART OF ONTARIO DESCRIBED IN THIS PUBLICATION DURING JULY AND AUGUST.** The possession of a firearm in any area inhabited by game is *prima facie* evidence of hunting.

Firearms include air or pellet guns, long bows and cross bows. Hand guns or pistols may not be carried at any time except on a special permit issued by the police authorities. Such permits are not issued to non-residents.

**Indian Reserves:** A number of areas in the Province have been set aside for the exclusive use of Indians. You may not trespass on these private lands without their permission.

## Water Safety

When properly used, a canoe will provide the easiest and most efficient means of water transportation for wilderness travel. Subject to common sense and a good paddling technique, it is as safe as any other type of watercraft. The following seven rules should be observed to reduce potential risk:

1. In a swift downstream current, backpaddling will assist in maintaining easier control and alignment of the canoe.
2. When travelling in rapids, watch for a "V" pointing downstream which will denote a chute. A "V" pointing upstream indicates a rock which should be avoided.
3. Try not to allow your canoe, in any circumstances, to swing broadside against a rock while travelling downstream. If it does happen, shift your weight to the downstream gunwale and try to push off with your paddle. If unsuccessful, jump out on the rock or shallow water on the upstream side to avoid swamping or serious damage to your canoe.
4. Always wear an approved life jacket, and if you capsize, hang on to the canoe. It will not sink, and will keep you afloat until you reach shore. If you are swept down rapids, avoid injury by travelling feet first on your back.
5. Carefully plan your trips across large areas of open water, and beware of increasing wind velocity. If you are caught in rough water, head into, or slightly diagonally into the waves, keeping your weight well to the stern so that the bow will rise. Paddle steadily for sheltered water, never letting the canoe turn broadside to the wind or waves. Above all — DO NOT PANIC.
6. Load the canoe for proper balance and leave a minimum of six inches of freeboard amidship. Keep the centre of gravity low and always kneel in rough or fast water.
7. Warn your friends, if you want to change places in the canoe.

## Distress Signals

**Physical Fitness:** All canoe routes have portages. Some are long and arduous over heights of land. All are necessary to bypass rapids and waterfalls.

Before planning a trip you should be able to swim, be a good paddler and in good health.

Plan good menus for every meal. Fresh air and exercise cause big appetites.

**Necessary Skills:** You must know how to handle a canoe in all types of water and wind conditions. You should be completely experienced in the use of all your equipment. Be sure you and your friends are good paddlers before attempting a wilderness trip. *Inexperience can be disastrous.* Learn how to read a map and compass. Be skilled in axe-throwing, first aid, portaging and packing techniques. Do not take unnecessary risks; the lives of your companions and yourself may be at stake.

**Maps:** A good compass and map are essential in wilderness country. Use them accurately. Learn to recognize and record significant landscape features as you pass them. Check elapsed travel time over known distances to estimate the effects of wind or current on your rate of travel.

**The National Topographic Map Series,** incorporating accurate detail from aerial photographs, should be used when planning a wilderness canoe trip. Most of northern Ontario is covered on a scale of 1:126,720 (1 inch = 4 miles). Maps on a scale of 1:50,000 (1 1/2 inch = 1 mile) are now available for some of the southern routes. Detailed strip maps are also included in descriptions for some difficult routes.

**The National Topographic Maps,** listed with each route, may be obtained at a cost of \$5.50 each (Plus Ontario Sales Tax to Ontario residents) from The Ontario Provincial Parks and Recreation Areas Branch at: Map Distribution Office, Parliament Buildings, Whitney Block,

Toronto 182, Ontario.  
Survey and Mapping Office,  
Department of Energy, Mines and Resources,  
615 Booth Street,  
Ottawa 4, Ontario.

**Weather and Adequate Clothing:** As unseasonable wet or cold weather may occur throughout northern Ontario, the canoeist is well advised to carry warm, rainproof clothing.

The northern Ontario climate varies considerably. Rain is heaviest along the eastern shore of Lake Superior and gradually decreases towards James Bay. A number of the tributary streams flowing into Lake Superior and Lake Huron must be travelled during the spring freshet period from mid-May to the end of June. Further north, most rivers are navigable throughout the summer.

Summer temperatures can range from 50° to 80° in the southern portion, to a range of 40° to 70° in the Hudson's Bay Lowlands (see map). Travel on the Severn and Winisk Rivers should not be attempted before June 20th. Fog is common in the James Bay coastal area.

Take a complete change of clothes from the skin out (woollens recommended); a heavy shirt and windbreaker jacket; slicker, strong shoes, extra socks. A pair of canvas deck shoes are very useful and will dry out rapidly. You will also need maps and compass, waterproof match box, heavy pocket-knife, flashlight and toilet articles.

## Publications

**Camping:**  
Angier, Bradford — *Skills for Taming the Wilds; A Handbook of Woodcraft Wisdom.* Harrisburg, Pa. Sackpole Books, 1967.  
Joy, Barbara Ellen — *Annotated Bibliography on Camping.* Minneapolis, Burgess Publishing Co.: 1963.

Kelly, John Joseph — *Camping — Where and How.* New York: Barnes, 1964.  
Liedie, John Andrew — *The Handbook of Trail and Wilderness Camping.* New York: Association Press, 1967.  
Merrill, William K. — *All About Camping.* Harrisburg, Pa. Sackpole Co., 1963.

Ontario Department of Lands & Forests — Parks Branch — *So You Want to Go Camping, Ontario Outdoorsman Manual.* See also *Publications,* Ontario Department of Lands & Forests, issued annually.

Whelen, Townsend — *On Your Own in the Wilderness.* Harrisburg, Pa., Sackpole, 1958.

**Northern Travel by Canoe:**  
Anderson, James Watt — *The Fur Trader's Story.* Toronto: Ryerson Press, 1961.  
Camsell, Charles — *Son of the North.* Toronto, Ryerson Paperbacks.

Inns, Harold A. — *The Fur Trade in Canada.* Toronto: University of Toronto Press. This book recently reprinted in paperback provides a history of the fur trade, and a good bibliography of travel diaries of the early Canadian explorers.  
McRae, James — *Call Me Tomorrow.* Toronto, Ryerson Press.

Morse, Eric W. — *Fur Trade Canoe Routes of Canada — Then and Now.* Ottawa, Queen's Printer, 1969.

Morse, Eric W. — *Canoe Routes of the Voyageurs. The Geography and Logistics of the Canadian Fur Trade.* Canadian Geographic Society, 1962. Reprinted by the Quebec Foundation, Toronto.

Nute, Grace — *The Voyageurs Highway.* St. Paul, 1941.

Nute, Grace — *Caesars of the Wilderness.* New York, 1943.

Nute, Grace — *Rainy River Country.* St. Paul, 1950.

## Equipment

**Pack Load:** All equipment must be carried at every portage. Watch your weight. Keep everything down to a minimum in weight and bulk. Modern tents, warm sleeping bags, freeze-dried foods and nesting cookware are all designed to reduce your load.

Some northern outfitters are not yet equipped to meet the needs of canoeists and do not carry adequate stocks of dehydrated or freeze-dried foods. It would be best to purchase your supplies in advance.

Packsack all equipment. Packframes, which don't slow easily in a canoe, are not necessary if your pack is loaded properly. Cushion the inner back of the pack with soft items. Keep heavy items high, and close to your shoulders.

Use a check list. Ensure that you have included all essentials. This list may vary according to time, distance or difficulty of a trip. Caution: Avoid packing any GLASS objects.

**The Right Canoe:** The most popular canoes are of light metal or fibreglass in 15', 16' or 17' lengths. The 16' mode with built-in yoke is most practical for 2 persons. Do not forget to include a spare paddle, a roll of white adhesive tape for the minor repairs of leaks, and 50' of strong 1/4" tracking rope.

**Spacious Tent:** The tent should be made of silk or other light-weight fabric, and be large enough to comfortably accommodate your party with space to spare for duffie. It should not exceed 10' x 12' to fit the average campsite. Sewn in floors and flybars help keep out pesky mosquitoes.

**Sleeping Bag:** A light down or feather sleeping bag is recommended, although you can get by with a couple of good woollen blankets and a ground sheet. When purchasing a sleeping bag, check the temperature range rating. Do not underestimate the importance of this item. A good sleeping bag is a lifetime investment.

**Mess Kit:** Nestling mess kits available in 2, 4, 6 or 8-man outfit contain all necessary cooking and eating utensils. Don't forget soap, dish towels, candles, toilet paper and tough plastic garbage bags. A sheet of light, tough polyethylene plastic is also invaluable for protection from sudden showers or prolonged rainy weather.

**Tools:** A 2 1/2 lb. single bit axe with 26" or 30" handle and sheath is much more useful and much less dangerous to use than a hatchet. Use a 6" flat mill file for sharpening your axe. A collapsible trenching shovel is also useful for constructing a safe fire pit or latrine.

**Canoeing:**  
Anderson, Luther A. — *A Guide to Canoe Camping.* Chicago: Reilly and Lee, 1969.

Elvedt, Ruth L. — *Canoeing A-Z.* Minneapolis, Burgess Publication Co., 1964.

Handel, C. W. — *Canoeing.* New York, Ronald Press, 1956.

Luscombe, William C. — *Canoeing.* London, Adam and Charles Black, 1961.

Ontario Voyageurs Kayak Club — *Slalom and White Water Course.* Brentford, Middlesex Canoeing Publications, 1964.

Perry, Ronald — *Canoe Trip Camping.* Toronto, J. M. Dent and Sons, Limited, 1953.

Riviere, Bill — *Pole, Paddle and Portage.* A complete guide to canoeing. New York, Van Nostrand, 1969.

Rutstrum, Calvin — *North American Canoe Country.* New York, MacMillan, 1964.

Rutstrum, Calvin — "On Getting Lost". *The Beaver*, Sept. 1952.

Rutstrum, Calvin — "Wilderness Canoe Travel". *The Beaver*, Summer, 1966.

Sutherland, Charles — *Modern Canoeing.* London: Faber and Faber, 1964.



# Northern Ontario Canoe Routes



## Drainage Basins / Climate



1 Erie; 2 Ontario; 3 Ottawa; 4 Huron; 5 Moose; 6 Albany; 7 Attawapiskat; 8 Winisk; 9 Severn; 10 Winnipeg; 11 Lake of the Woods; 12 Superior



Annual Rainfall/Average July Temperature

## District Offices



Each forest District is responsible for the routes or portions of routes within its boundaries and so can best answer local enquiries. Detailed route descriptions can be obtained from the Provincial Parks and Recreation Areas Branch at one of the following District addresses:

- |                    |   |
|--------------------|---|
| 1 Chapleau         | 34 Birch Street, Chapleau, Ontario          |
| 2 Cochrane         | 140 Fourth Avenue, Cochrane, Ontario        |
| 3 Fort Frances     | 922 Scoll Street, Fort Frances, Ontario     |
| 4 Geraldton        | 208 Beamish Avenue, Geraldton, Ontario      |
| 5 Kapuskasing      | 5 Government Road, Kapuskasing, Ontario     |
| 6 Kenora           | 808 Robertson Street, Kenora, Ontario       |
| 7 North Bay        | 222 McIntyre St. West, North Bay, Ontario   |
| 8 Parry Sound      | 4 Miller Street, Parry Sound, Ontario       |
| 9 Sault Ste. Marie | 875 Queen St. E., Sault Ste. Marie, Ontario |
| 10 Sioux Lookout   | P.O. Box 309, Sioux Lookout, Ontario        |
| 11 Sudbury         | 174 Douglas Street West, Sudbury, Ontario   |
| 12 Swastika        | Swastika, Ontario                           |
| 13 Thunder Bay     | 14 North Algoma St., Thunder Bay, Ontario   |
| 14 White River     | 200 Winnipeg Street, White River, Ontario   |



# Ottawa River Drainage Basin

Government  
Publications

## 1-17

*Ontario  
Ministry of Natural  
Resources*

*[6-7]*

*[General publication]*

The tributary system of the Ottawa which extends a short distance inland, includes the Mattawa and Montreal Rivers and Lake Timiskaming. The area including Lake Temagami and adjacent lakes, although draining to Lake Huron via the Sturgeon River, is most accessible from the Ottawa River watershed. It has therefore been included in this section.

During the fur trade era, the Ottawa and Mattawa Rivers formed part of the major travel route west to the Canadian interior, and the Ottawa-Montreal river system was the link route to James Bay. (Samuel de Champlain and the Mattawa Wild River Provincial Parks, established to commemorate the visit of the famous explorer, preserve a segment of the river as near as possible in its original condition).

In the early 1900's a silver rush occurred in the area when a major deposit of the metal was discovered during the building of the Ontario Northland Railway. Present-day mining operations are centred near Temagami (iron and copper) and Cobalt (silver), and the whole area is dotted with abandoned mine shafts.

Remnants of the once majestic stands of red and white pine, which grew on this rocky upland area, may still be seen. Many of the original pine stands have been succeeded by forests of jackpine, balsam, poplar and white birch following extensive forest fires and logging over the past half century. There are lesser stands of yellow birch and maple on the deeper soils.

The area surrounding the headwaters of the Montreal River, known as the "Little Clay Belt" supports an excellent agricultural community.

Lake Temagami is noted for its trophy-size lake trout and popularity as a recreational area, as illustrated by the number of long-established youth camps and summer cottages. The clear, deep lakes of the upper tributary waters provide good brook trout angling.

Trans-Canada Highway 17 crosses the southern part of the region parallel to the Ottawa and Mattawa Rivers. Trans-Canada Highway 11 runs northward from Lake Nipissing past the headwaters of the tributary streams. Highways 64, 65, 66 and 560 plus secondary roads serve much of the area. The Ontario Northland Railway runs north through Temagami and New Liskeard to Moosonee.

### 1 OTTAWA RIVER

Pembroke to Lake Timiskaming  
5 days/100 miles

The Upper Ottawa River from Pembroke to Lake Timiskaming was described before the construction of hydro-electric dams as a "strange wild river of seething white, lashing among graycapped, dark greenish boulders". Used by the French and later by the Northwest Company, the Ottawa took the voyageur to Lake Timiskaming. Once there he was able to travel up the tributary streams and over the height of land to the Moose River system and James Bay. There were Hudson's Bay Company posts on Frederick House, Abitibi, Kenogamissi and Ground Lakes.

**North Bay District/Maps Required:**

Fort Coulonge 31F/NE	Lac Beauclere 31L/NE
Golden Lake 31F/NW	Tomiko 31L/NW
Mattawa 31L/SE	Haileybury 31M/SW
Deep River 31K/SW	New Liskeard 31M/NW

### 2 MATTAWA RIVER ROUTE

4 days/40 miles (15 portages)

Lying in an ancient geological fault, this river was used by the voyageurs as a route connecting the Ottawa River and Lake Nipissing. The modern canoeist can travel the Mattawa in either direction. The downstream trip begins at Trout Lake, and the upstream trip may begin either at Explorer's Point, on the Ottawa River, or at Samuel de Champlain Provincial Park. Twenty-five miles of the Mattawa's forty-mile course have recently been established as a Wild River Park by the Ontario Department of Lands and Forests. The shoreline varies from somewhat level to sheer cliffs, almost 100 feet high. Talon Falls is the largest water fall on this river. (A separate booklet on this route is available).

**North Bay District/Ask for the Mattawa Wild River Park leaflet.**

### 3 LAKE TEMAGAMI LOOP

4 days/45 miles (7 portages)

Begin this trip at the town of Temagami located on the Ontario Northland Railway and Highway No. 11, sixty miles North of North Bay. Visit the former Hudson Bay Company Post on Bear Island Indian Reserve and paddle South into the South Arm of Lake Temagami. Then enter Outlet Bay and circle North through Cross, Wasakina, Driftwood and Iceland Lakes and along the Tetapaga River which drains into the Northeast Arm of Lake Temagami, then return to the Town of Temagami.

**North Bay District/Maps Required:**

Haileybury 31M/SW	Tomiko 31/NW
Capreol 41/NE	

### 4 TEMAGAMI/KOKOKO/GULL/CROSS LAKE ROUTE

12 days/80 miles (25 portages)

This popular trip takes the canoeist around Lake Temagami and through a series of short loops connecting the arms of the lake. Beginning at the town of Temagami, travel for eight miles up the north side of the northeast arm of the lake and portage to Hay Bay. Then circle through Command, McLaren and Spawning Lakes. Travel into Spawning Bay, Kokoko Bay and Lake and back into Lake Temagami.

**North Bay District/Maps Required:**

Haileybury 31M/SW	Maple Mountain 41P/SE
Tomiko 31L/NW	Capreol 41/NE

### 5 TEMAGAMI TO LAKE WANAPITEI

5 days/70 miles

Begin at the town of Temagami on Highway No. 11 and travel to Manitou Lake by one of the following routes:

- (a) From Bear Island, Skunk, Gull and Turtlesell Lakes to Lake Manitou. (This is the shortest route.)
- (b) Through Obabika Inlet and Lake and Emerald Lake;
- (c) Through Diamond, Wakimika, Obabika and Emerald Lakes to Lake Manitou

Paddle from Lake Manitou to Lake Wanapitei through Wawiashkashi, Sturgeon River, Ozhsay Lake, Gamagowong and Gagnon, Maskinonge, Rice, Lower Matagami Lakes to Portage Bay on Lake Wanapitei and the town of Skead on Highway No. 541.

**North Bay District/Maps Required:**

Maple Mountain 41P/SE	Capreol 41/NE
Haileybury 31M/SW	

**6 TEMAGAMI/CLARENCE LAKE/LADY EVELYN RIVER LOOP**  
**12 days/130 miles (35 portages)**

This route includes a series of narrow, winding rivers with numerous rapids and waterfalls. The route begins at the town of Temagami, sixty miles north of North Bay on Highway No. 11. Paddle to the northwest arm of Lake Temagami, through Obabika Inlet and Lake to Lake Wawigama, and then to the Obabika River and south until it joins the Sturgeon River. Go north on the Sturgeon to the Yorton River and take the Yorton north to Linger Lake, Seagram Lake and travel through Mud Channel, Bluesucker, Florence and Duff Lakes to the South Lady Evelyn River. Paddle north to the junction of the South Lady Evelyn and the Lady Evelyn Rivers and take the Lady Evelyn east through MacPherson and Katherine Lakes. From Katherine there are several routes to Diamond Lake.

- (a) North Channel Lady Evelyn River to Sucker Gut Lake, then south through Willow Island to Diamond
  - (b) or north through Sucker Gut into Lady Evelyn Lake, then south to Diamond
  - (c) South Channel Lady Evelyn River to Diamond Lake
- From Diamond Lake, through Sharp Rock Inlet and back into Lake Temagami.

**North Bay District/Maps Required:**  
Maple Mountain 41P/SE Capreol 41I/NE  
Temiko 31L/NW Haileybury 31M/SW

**7 MOWAT LANDING TO ELK LAKE LOOP**  
**10 days/160 miles**

Beginning at Mowat Landing, travel southwest along the Lady Evelyn River to the eastern half of Lady Evelyn Lake. Continue west through Obisaga Narrows to the North Lady Evelyn River, which loops south through Katherine Lake, and then north again until it joins Grays River. Canoe due north along Grays River through Grays Lake and travel as far as Banks Lake. Then continue still further north on the Makobe River to Elk Lake (the centre of a silver rush in 1909). Return to Mowat Landing via Elk and Mountain Lakes and the Montreal River.

**North Bay District/Maps Required:**  
Elk Lake 41P/NE Haileybury 31M/SW  
Maple Mountain 41P/SE New Liskeard 31M/NW

**8 MOWAT LANDING/MENDELSSOHN/MONTREAL RIVER LOOP**  
**5 days/50 miles (15 portages)**

Begin at Mowat Landing, located on the Montreal River, sixty miles north of Temagami, on Highway 11 and the Ontario Northland Railway. From Mowat Landing, travel south through Lady Evelyn River and into sprawling Lady Evelyn Lake. Travel west through Obisaga Narrows, which connects the two sections of the lake, then go west to Sucker Gut Lake. Cross Sucker Gut Lake and proceed north along Willow Creek, which widens into Hobart Lake and flows into Anvil Lake. Continue north through Bergeron, Greenwater and Skull Lakes; and then, turning east, travel through Mendelssohn Lake and along Spray Creek to Big Spring Lake, which is part of the Montreal River.

**North Bay District/Maps Required:**  
Elk Lake 41P/NE New Liskeard 31M/NW  
Maple Mountain 41P/SE Haileybury 31M/SW

**9 TEMAGAMI/LADY EVELYN LAKE/MONTREAL RIVER LOOP**  
**10 days/112 miles (6 portages)**

Starting at the town of Temagami, paddle to the north end of Lake Temagami through Sharp Rock Inlet to Diamond Lake. On through Lady Evelyn Lake and River into the Montreal River, south to Bay Lake then portage through Anima-Nipissing, McLean and Red Squirrel Lakes returning to the north arm of Lake Temagami. This route includes historic Indian rock paintings, abandoned mines, a hydro-electric dam and old log chutes remaining from the era of the river timber drives.

**North Bay District/Maps Required:**  
Haileybury 31M/SW Elk Lake 41P/NE  
Maple Mountain 41P/SE

**10 SHININGWOOD BAY HIGHWAY 11**  
**1 day/18 miles (9 portages)**

Begin at Shiningwood Bay on the east side of Lake Temagami and paddle through Oiler, Denedus, Wasakina, Greenlaw, Brophy, Waha Ingall, Jumping Caribou and Angus Lake to Highway 11.

**North Bay District/Maps Required:**  
Tomiko 31L/NW

**11 WHITEFISH BAY LOOP**  
**4 days/50 miles (14 portages)**

This route leaves Lake Temagami from Whitefish Bay and includes the following lakes: Aston, Lynx, Cole, Turner, Eagle, Little Eagle, Whitewater, Anima-Nipissing, McLean, Red Squirrel, then to Sandy Inlet on Lake Temagami.

**North Bay District/Maps Required:**  
Maple Mountain 41P/SE Haileybury 31M/SW

**12 WEST SHININGTREE LAKE/OKAWAKENDA LAKE/MICHIWAKENDA LAKE**  
**2 days/15 miles**

This trip, through Gowganda silver rush country, begins on West Shiningtree Lake (on Highway 560) and loops through Okawakenda and Michiwakenda Lakes, ending only six miles from the starting point on Highway 560. There are only a few short portages and several good beaches along this route.

**Sudbury District/Maps Required:**  
Gogana 41P/NW

**13 GOWGANDA/MATACHEWAN ROUTES**  
**3 days/40 miles (3 portages)**

There are three routes which begin near the town of Gowganda on Highway 560 and end near the town of Matatchewan on Highway 66. Any two of these may be combined to form a circle route. It is also possible to extend the trip from Matatchewan, down the Montreal River for 70 miles to the town of Latchford on Highway 11. The three routes are as follows:

- (a) Wapus Creek to Matatchewan via the West Montreal River, Metikemede, Penassi and Mistinikon Lakes. Forty-two miles (8 short portages).
- (b) Burk Lake to Matatchewan via Edith and Obushkong Lakes, the Montreal River and Sisseney Lake. Twenty-five miles with nine portages totalling one mile. During low water, an additional three portages totalling three-quarters of a mile may be necessary.
- (c) Longpoint Lake to Montreal River via Mooseheart, Eagle, Shillington and Sydney Lakes. Twenty miles with seven portages, totalling one mile.

**Swastika District/Maps Required:**  
Elk Lake 41P/NE

**14 ENGLEHART RIVER TO LAKE TIMISKAMING**  
**Via Kushog, Kinogami and Robillard Lakes and The Blanche River**  
**5 days/75 miles (8 portages)**

Start the trip where Highway 66 meets the Englehart River, approximately twenty miles west of Kirkland Lake. There are eight portages along the most scenic part of this river and the most spectacular falls are those in Kap-Kig-Iwan Provincial Park. During this trip, you will pass through farm lands of the Little Clay Belt, the scene of the 1922 Haileybury forest fire that destroyed a number of communities in this area. This route was used by early settlers and lumbermen to reach Lake Timiskaming. Steamboats once sailed the navigable portions of the river from New Liskeard to Englehart.

**Swastika District/Maps Required:**  
Elk Lake 41P/NE New Liskeard 31M/NW

**15 LARDER LAKE TO ENGLEHART**  
**Via Raven and Wendigo Lakes and the Larder and Blanche Rivers**  
**3 days/40 miles**

Gold drew many prospectors along this route into an area, which was to become one of Canada's major gold-mining centres. There are nine easy portages around falls and rapids. A variety of fish may be caught along the way. Your trip could be extended from Englehart for 30 miles down the Blanche River to Lake Timiskaming.

**Swastika District/Maps Required:**  
Rouyn-Larder Lake 32D/SW New Liskeard 31M/NW

**16 MISEMA RIVER AND HOWARD LAKE ROUTE**  
**2 days/24 miles (4 portages)**

Reach the Misema River either by taking a secondary road from Highway 66 to Beaverhouse Lake via Dobie or by taking the access road to Esker Lakes Provincial Park from a point on Highway 66, 10 miles east of Kirkland Lake. Canoe the Misema River through a chain of good fishing lakes. On the last portion of the trip to Howard Lake, you will cross the height of land into the Arctic watershed.

**Swastika District/Maps Required:**  
Rouyn-Larder Lake 32D/SW

**17 ESKER LAKES PROVINCIAL PARK**  
**6 miles**

A trip through this chain of 22 small, clear kettle lakes within the park will combine solitude with excellent fishing for brook and lake trout. There are easy, well-marked portages and wilderness campsites.

**Swastika District/Maps Required:**  
Rouyn-Larder Lake 32D/SW

# Lake Huron Drainage Basin

## 18-34

Government  
Publications

Ontario

Ministry of Natural  
Resources

[B-7]

[General publications]

This drainage basin is formed by a southward-tilting strip of the Pre-Cambrian Shield, which extends 75 miles inland from the Lake Huron shores. Numerous rivers in the basin, including the Mississagi, Spanish, Wapapitei and French, are excellent for canoeing but are subject to seasonal water level fluctuations.

Topography varies from the rugged, mountainous La Cloche range along the north shore of Georgian Bay, to moderately rolling, rocky ridges, interspersed throughout the deeper soils along Lake Huron. Indications of the glacial history may be observed everywhere.

The forests, now modified by fire and logging, once contained magnificent stands of white and red pine, yellow birch and maple. Species common in the area include spruce, jackpine, balsam, white birch and poplar. The woods industry is still an important part of the economy and the recreational qualities of the area are being increasingly utilized each year. Major industries feed international markets from the large nickel and uranium deposits of this area.

The basin is well serviced in all directions by major and secondary roads and the Trans-Canada routes of the CPR and CNR. There is scheduled air transportation to North Bay, Sudbury and Sault Ste. Marie, and charter service is available throughout the region.

### 18 VOYAGEURS' HIGHWAY/FRENCH RIVER 5 to 7 days/65 miles (8 portages)

The French River, which drains from Lake Nipissing westward along a geologic fault to Georgian Bay, is a truly beautiful portion of this historical route. The river is a popular recreational area, and much of the route retains its original appearance, passing through rock gorges, tranquil channels, waterfalls and fast water.

Begin the trip from Callander or North Bay and travel, with caution, along the south shore of Lake Nipissing to its outlet into the French River. The trip ends at Highway 69 or may be continued to the mouth of the river on Georgian Bay, returning to Highway 69 via the Pickerel or Key Rivers.

**North Bay or Parry Sound Districts/Maps Required:**  
North Bay 31L/SW Byng Inlet 41H/NE  
Sudbury 41I/SE

### 19 THOR LAKE/VERMILION RIVER ROUTE 7 to 10 days/150 miles

Access to the starting point at Thor Lake, 50 miles north of Sudbury is via Canadian National Railways. The route follows the CNR line to Capreol and then swings southwest to Naughton on Highway 17. Almost the entire distance is downstream river travel with numerous portages and a wide range of canoeing conditions.

**Sudbury District/Maps Required:**  
Westree 41P/SW Cartier 41I/NW  
Capreol 41I/NE Espanola 41I/SW

### 20 SPANISH RIVER ROUTE 8 to 10 days/120 miles

Start at Duke Lake, one mile west of Highway 144, and travel downstream on the Spanish River through good fishing waters and over well marked portages. Before 1957, this river was used for an annual river drive to the paper mill at Espanola. It is an interesting and scenic trip.

**Sudbury District/Maps Required:**  
Biscotasing 41O/SE Cartier 41I/NW  
Westree 41P/SW Espanola 41I/SW

### 21 GOGAMA/MOLLIE RIVER/EAST SPANISH RIVER ROUTE 5 days/65 miles

This route can be combined with the Spanish and Matagami River routes in a continuous 650-mile trip from James Bay to Lake Huron. Transportation may be arranged at Gogama to cross the five-mile portage via a logging road from Dividing Lake to the Spanish River watershed. The trip combines a variety of river travel with a chain of long, narrow lakes.

**Sudbury District/Maps Required:**  
Gogama 41P/NW Westree 41P/SW

### 22 MISSISSAGA RIVER Biscotasing to Rocky Island Lake 5 days/70 miles (24 portages)

The route begins at Biscotasing on the CPR, 75 miles north of Sudbury, and travels through several large lakes before crossing the height of land into the headwaters of the Mississagi River. There is excellent scenery and fishing along the Mississagi. Over half a century ago, forest fire rangers, following the old Indian routes along this river, maintained the same portages. This section of the river ends at Rouelle Landing or at the dam at the outlet of Rocky Island Lake.

**Sault Ste. Marie or Chapleau District/Maps Required:**  
Wakomata Lake 41J/NW Biscotasing 41O/SE  
Bark Lake 41J/NE



**23 MISSISSAGI RIVER**  
**Rocky Island Lake to Lake Huron**  
**3 to 5 days/80 miles (6 portages)**

This broad, deep stream follows a winding course that contains many falls, rapids and steep gravel banks. For much of its length, the Mississagi flows between high hills, topped by a mixed forest, which has replaced the original stand of white pine. Logs from this area supplied one of Ontario's largest sawmills at Blind River for almost half a century, but severe fires in the 1940s depleted the supply of timber and brought commercial logging to an end. At Aubrey Falls, the most spectacular of the many falls on the river, the water drops 104 feet over a sheer rock face and a series of lower rapids.

**Sault Ste. Marie District/Maps Required:**  
*Wakomata Lake 41J/NW Thessalon 41J/SW*

**24 WENEBEGON RIVER TO MISSISSAGI RIVER**  
**53 days/60 miles north of Thessalon**

The trip begins at Wenebegan Lake, approximately sixty miles north of Thessalon on Highway 129, and includes two ten-mile stretches of lake travel. A major tributary of the Mississagi, the Wenebegan offers canoeing through a variety of water conditions.

**Sault Ste. Marie District/Maps Required:**  
*Wenebegan Lake 41O/SW Wakomata Lake 41J/NW*

**25 AUBINADONG RIVER TO MISSISSAGI RIVER**  
**3 days/30 miles**

You can enter this tributary of the Mississagi River from various points along Highway 129. There is good brook trout fishing along the entire length of this moderately difficult route.

**Sault Ste. Marie District/Maps Required:**  
*Wenebegan Lake 41O/SW Wakomata Lake 41J/NW*

**26 RANGER/GONG/MEGISON LAKES/**  
**NUSHATOGAINI RIVER LOOP**  
**10 days/69 miles (29 portages)**

Since this route includes a number of long portages, it should only be attempted by strong, experienced canoeists. There is good brook trout fishing, and campsites are numerous.

**Sault Ste. Marie District/Maps Required:**  
*Wakomata Lake 41J/NW Wenebegan Lake 41O/SW*

**27 RANGER/GONG/MEGISON/GOULAIS/**  
**LODESTONE LAKE LOOP**  
**12 days/70 miles (32 portages)**

There is good lake and brook trout fishing on this route, which includes several long portages. Access is via a forest access road from Highway 556.

**Sault Ste. Marie District/Maps Required:**  
*Wakomata Lake 41J/NW*

**28 RANGER/GONG/MEGISON/GOULAIS SOUTH**  
**BRANCH/TUJAC LOOP**  
**12 days/70 miles (34 portages)**

This complete circular route provides excellent brook and lake trout fishing in a variety of waters. The numbers of portages and time required are subject to seasonal fluctuations in the water levels.

**Sault Ste. Marie District/Maps Required:**  
*Wakomata Lake 41J/NW Wenebegan Lake 41O/SW*

**29 BOLAND RIVER ROUTE**  
**4 days/35 miles (5 portages)**

This route originates at Mount Lake near the end of Highway 546 and winds through a natural wilderness area of high hills and low-lying black spruce swamps. The combination of lake and river travel provides angling for pike, bass, lake and brook trout. Travel in May or September to avoid low water conditions. The trip ends at Highway 639.

**Sault Ste. Marie District/Maps Required:**  
*Bark Lake 41J/NE*

**30 DUNLOP/TEN MILE/EZMA/MACE LAKE LOOP**  
**3 to 5 days/26 miles (8 portages)**

This circular route takes the canoeist through a chain of nine lakes nesting in the beautiful Mississagi Provincial Park. The beginning and end of the trip is at Dunlop Lake, six miles north of Elliot Lake on Highway 108. During the trip, which may last from three to five days, you can fish for brook or lake trout, bass, pickerel and splake (a cross between brook and lake trout).

**Sault Ste. Marie District/Maps Required:**  
*Bark Lake 41J/NE Blind River 41J/SE*

**31 FLACK/OLYMPUS/ASTONISH/TEN MILE/**  
**DOLLYBERRY/SAMREID LAKE LOOP**  
**4 days/30 miles**

The length of this circular route can vary from 20 to 30 miles as one enjoys up to a full week of leisurely travel and trout fishing. The trip begins and ends where Flack Lake meets Highway 639 in Mississagi Provincial Park.

**Sault Ste. Marie District/Maps Required:**  
*Bark Lake 41J/NE Blind River 41J/SE*

**32 ELLIOT LAKE/DEPOT LAKE ROUTE**  
**3 days/20 miles**

Begin at the town of Elliot Lake and end at Depot Lake on Highway 108. There are a number of good trout lakes along the route and few portages.

**Sault Ste. Marie District/Maps Required:**  
*Bark Lake 41J/NE Blind River 41J/SE*

**33 SEMIWITE LAKE/OMPA LAKE ROUTE**  
**3 days/20 miles**

This route originates in Mississagi Provincial Park and ends at Ompa Lake on Highway 639. The trip can be varied in length and time. There are some long portages and the lakes contain lake, brook and rainbow trout.

**Sault Ste. Marie District/Maps Required:**  
*Bark Lake 41J/NE Blind River 41J/SE*

**34 KILLARNEY PROVINCIAL PARK**

This 140-square mile park encompasses one of the truly unique and impressive areas in the Canadian Shield. Here, the snow-white quartzite hills of the La Cloche range rise 1,100 feet above the waters of Lake Huron. The topography of the country is extremely rough and broken with precipitous ledges, sheer rock faces and deep clear lakes nestled in the valleys. The sheer grandeur of this area inspired members of the Ontario Society of Artists and the Canadian Group of Seven.

The George Lake campground adjacent to Highway 637, provides a convenient base for exploring the 250 miles of canoe routes in the park.

A booklet, "Canoe Routes in the North Georgian Bay Recreational Reserve", describes routes in this area and a number of rivers flowing westward into Georgian Bay. It is available from any Ontario Provincial Parks and Recreation Areas Office.

**Sudbury District/Maps Required:**  
*Collins Inlet 41H/14E Lake Panache 41I/3E*  
*Collins Inlet 41H/14W Lake Panache 41I/3W*

# Moose River Drainage Basin 35-52

Government  
Publications

A wide river, which can be ascended by powerboat for 130 miles from James Bay, the Moose drains a large segment of north-eastern Ontario wilderness. Upstream, it branches into innumerable tributaries which themselves branch to form an intricate drainage system. Many of the major navigable tributaries reach southward to within 50 miles of Lake Superior and 100 miles of Lake Huron.

Historically, during the exploration, fur trade and development eras, the Moose provided the artery for a vast transportation and communication system linking James Bay and Lake Huron via the Mattagami, Groundhog, Ivanhoe, Wenebegan and Mississagi Rivers; Lake Superior via the Missinaibi and Michipicoten Rivers.

The river has witnessed the development of major mining operations for gold, silver, iron, base metals and asbestos. The area supports large timber and pulp and paper industries as well as tourism and the sizeable farming communities of the Clay Belt.

The water system encompasses all of the major forest regions of Northern Ontario. The range includes white and red pine in the upper tributaries on the height of land, pure jack pine stands in the central area, vast areas of spruce in the deep soil deposits of the Clay Belt and finally, peat bogs of the Hudson Bay Lowlands.

The major access road into this region is the northern route of the Trans-Canada Highway 11 from North Bay through Cochrane to Kapuskasing. A network of secondary highways and access roads now services much of the headwaters area. The Ontario Northland Railway runs northward paralleling Highway 11, and terminates at Moosonee on James Bay. The Trans-Canada lines of the Canadian National and Canadian Pacific and the northern portion of the Algoma-Central Railways pass through the region. Eighteen major routes in the Moose River drainage basin are described below.

## 35 GARDINER FERRY TO MOOSEONEE Via the Abitibi, Onakawana and Moose Rivers 10 days/210 miles

Begin this trip at Gardiner Ferry, and travel down the Abitibi to Otter Rapids. Three hydro-electric dams have eliminated the rapids in this section of the river.

The Abitibi is not navigable between Otter Rapids and the confluence of the Onakawana River because of shallow water and a succession of long, dangerous rapids. Take the train from Otter Rapids to either the Onakawana bridge or Moose River Crossing, or portage two miles to the Onakawana and travel downstream on the Abitibi into the Moose River. Be sure to fish for pike, pickerel, and trout during the trip and don't miss one of the oldest European communities in Ontario at Moose Factory.

**Cochrane District/Maps Required:**  
Smooth Rock 42I/SW      Blacksmith Rapids 42I/NW  
Island Falls 42H/NW      Moosonee 42P  
Coral Rapids 42I/SW

## 36 MATTAGAMI RIVER Gogama to Smooth Rock Falls 8 days/140 miles (4 portages)

This is an easy trip which begins on Minisinkwa Lake at Gogama on Highway 144 and follows through a series of long narrow lakes for 70 miles to the city of Timmins. Follow the Mattagami River downstream to Smooth Rock Falls on Highway 11, the site of a large pulp and paper mill.

**Cochrane District/Maps Required:**  
Timmins 42A/SW      Gogama 41P/NW

## 37 MATTAGAMI RIVER Highway 11 to Moosonee 7 to 10 days/200 miles

You can enter the Mattagami River system from three different points along Highway 11. Begin at Kapuskasing and travel approximately 40 miles north to the Mattagami; or start at the town of Fauquier and go north on the Groundhog River to the Mattagami; or, if you prefer, begin at the town of Smooth Rock Falls on the Mattagami. Travel the Mattagami downstream to where it joins the Missinaibi River to form the Moose River. Follow the Moose River downstream to Moosonee. There are rapids and portages on each of these routes.

**Kapuskasing District/Maps Required:**  
Smooth Rock 42H/SW      Smoky Falls 42J  
Kapuskasing 42G/SE      Moosonee 42P  
Island Falls 42H/NW      Coral Rapids 42I/SW  
Opasatika 42G/NE      Blacksmith Rapids 42I/NW

## 38 GRASSY RIVER ROUTE Sinclair Lake to Timmins 4 days/75 miles

To reach the starting point on Sinclair Lake travel south and east along Highway 560 from Gogama and then 25 miles north along a secondary road. Paddle north through Sinclair Lake and continue down the Grassy River through Kapiskong and Peterlong Lakes to the Mattagami River. End the trip at Timmins.

**Sudbury District/Maps Required:**  
Gogama 41P/NW      Timmins 42A/SW

## 39 TATACHIKAPIKA LAKE TO TIMMINS Via the Tatachikapika and Mattagami Rivers 6 days/60 miles (4 portages)

Begin by travelling west from Timmins along Highway 101 and then taking Highway 144 south to Tatachikapika Lake. Travel downstream on the Tatachikapika River to Miskwamabi Lake and continue to the Mattagami River. On this part of the route there are thirty sets of rapids. Under ideal conditions two portages will be necessary, but more will be required if the water is low. Angling for trout, pickerel and pike is good along most of the route. End the trip at Timmins.

**Cochrane District/Maps Required:**  
Gogama 41P/NW      Timmins 42A/SW

## 40 NABAKWASI RIVER ROUTE Nabakwasi Lake to Gogama 3 days/22 miles (4 portages)

Begin at the southern tip of Nabakwasi Lake, reached by a secondary road from Highway 560. Travel north through the lake and into the Nabakwasi River. Follow downstream to the junction of the Minisinkwa and Nabakwasi Rivers. Then paddle northeast along the Minisinkwa to Mattagami Lake. End the trip at the Indian settlement, and the site of a former Hudson's Bay trading post, near the outlet of the Minisinkwa River into Mattagami Lake; or continue to the town of Gogama.

**Sudbury District/Maps Required:**  
Gogama 41P/NW

Ontario

Ministry of Natural  
Resources

[G-7]

[General publications]



#### **41 MINISINAKWA LAKE/MOLLIE RIVER/DIVIDING LAKE/NEVILLE LAKE/MAKAMI LAKE CIRCLE ROUTE** 8 days/60 miles (10 portages)

Beginning at the town of Gogama, circle southwest through Minisinkwa Lake, then travel the Mollie River to Mollie Lake. Turn northwest to Dividing Lake and through a chain of small, connecting lakes to Neville Lake. From there continue northeast, crossing Mesomikenda Lake and enter Makami Lake. Paddle south from Makami Lake to the starting point at Gogama.

##### **Sudbury District/Maps Required:**

Gogama 41P/NW Westree 41P/SW  
Ridout 41O/NE

#### **42 KAMISKOTIA RIVER ROUTE** Opishling Lake to Timmins 5 days/62 miles (6 portages)

Start at Opishling Lake, 32 miles west of Timmins on Highway 101, and travel downstream on the Kamiskotia River. Flowing through an area of typical spruce forest, the Kamiskotia contains six major sets of rapids which require portaging, and a number of smaller rapids. From the junction of the Kamiskotia and Mattagami Rivers, travel 15 miles upstream to reach Timmins.

##### **Cochrane District/Maps Required:**

Timmins 42A/SW Pamour 42A/NW

#### **43 KORMAK TO FOLEYET** Via the Kinogama and Ivanhoe Rivers 3 to 6 days/63 miles (14 portages)

This trip begins at the community of Kormak located on the CPR and 16 miles by road east of Five Mile Lake Provincial Park and 12 miles northwest of Wakami Lake Provincial Park. Travel downstream on the Kinogama River until it joins Ivanhoe River and down the Ivanhoe to Ivanhoe Lake Provincial Park. The trip may end here or be continued further north to the town of Foleyet on Highway 101. There are many good campsites along this route.

##### **Chapleau District/Maps Required:**

Chapleau 41O/NW Foleyet 42B/SE  
Ridout 41O/NE

#### **44 CHAPLEAU TO ELSAS CIRCLE ROUTE** 7 to 12 days/130 miles (42 portages)

Begin at the town of Chapleau of Highway 129 and travel downstream on the Chapleau River through Henderson, D'Arcy and Schewabik Lakes to the town of Elsas on the north shore of Kapuskasing Lake. From Elsas, travel upstream on the Nemegosenda River to Chapleau via Nemegosenda, Mate, Westover, Leblanc, Emerald and Borden Lakes to reach the starting point at Chapleau. The route contains some moderately difficult areas of fast water, good campsites and good fishing.

##### **Chapleau District/Maps Required:**

Chapleau 41O/NW Foleyet 42B/SE  
Missinaibi Lake 42B/SW

#### **45 KAPUSKASING RIVER** Elsas to Kapuskasing 3 days/70 miles (12 portages)

Begin at the town of Elsas, located on the north shore of Kapuskasing Lake, the headwaters of the Kapuskasing River. Travel downstream to the town of Kapuskasing. There are numerous stretches of fast water and an occasional waterfall along the route. Many of the rapids can be run. Pickerel and pike can be caught in the river with brook trout in the tributary streams.

##### **Kapuskasing District/Maps Required:**

Foleyet 42B/SE Kapuskasing 42G/SE  
Elsas 42B/NE

#### **46 SHUMKA TO MISSANABIE** 3 to 5 days/55 miles (15 portages)

Begin at the community of Shumka on the CPR line, 50 miles northwest of Chapleau. From Shumka travel northeast through a series of short streams to Bolkow Lake, cross the height of land and continue through a series of small lakes, including Abbey Lake and Trump Lake to Missinaibi Lake. Cross into Baltic Bay and then go west into Crooked Lake and over the height of land into Dog Lake to the town of Missanabie on Highway 651. Several side trips into Missinaibi Provincial Park are possible.

##### **Chapleau District/Maps Required:**

Missinaibi 42B/SW

#### **47 MISSINAIBI RIVER ROUTE** Missanabie to Mattice 7 to 10 days/160 miles (42 portages)

Begin at the village of Missanabie, located at the junction of Highway 651 and the Canadian Pacific Railway. Travel west from Dog Lake into Crooked Lake and into Baltic Bay and Missinaibi Lake. You can spend at least a day on Missinaibi Lake visiting the site of the abandoned Hudson's Bay Post, Brunswick House and viewing the ancient Indian pictographs. Follow the Missinaibi River from Missinaibi Lake down to the town of Mattice, located on Highway 11 and the CNR line, just east of the town of Hearst. From Mattice you can continue down the Missinaibi River into the Moose River to Moosonee.

##### **Chapleau District/Maps Required:**

Hearst 42G/NW Fire River 42B/NW  
Opasatika Lake 42G/SW Missinaibi Lake 42B/SW

#### **48 MISSINAIBI RIVER** Mattice to Moosonee 7 to 10 days/200 miles (8 portages)

This trip, along part of the Hudson's Bay Company routes from Lake Superior to James Bay, begins at the town of Mattice 42 miles west of Kapuskasing on Highway 11. There are excellent opportunities for landscape or wildlife photography along this route. Plan to camp at Tidewater Provincial Park while visiting the settlement of Moose Factory. From Moosonee you can return to Cochrane and Highway 11 on the Polar Bear Express of the Ontario Northland Railway. This trip is only for well experienced canoeists.

##### **Kapuskasing District/Maps Required:**

Moosonee 42P Hearst 42G/NW  
Blacksmith Rapids 42I/NW Kapuskasing 42G/SE  
Smoky Falls 42J

#### **49 GOAT RIVER** Mattawitchevan River Route 5 to 7 days/100 miles (14 portages)

This route is only accessible by air or travel on the Trans-Canada line of the CNR. Begin at Minnipuka Lake at mileage 88 on the CNR, follow the Goat River down to its junction with the Mattawitchevan River. Proceed up the Mattawitchevan to the town of Oba at the intersection of the Algoma Central and Canadian National Railways.

These waters provide good fishing for pickerel and brook trout even during summer low water conditions.

##### **Kapuskasing District/Maps Required:**

Fire River 42B/NW Opasatika Lake 42G/SW  
Hornepayne 42F/SE Hearst 42G/NW

#### **50 GROUNDHOG RIVER** Highway 101 to Highway 11 7 days/104 miles (18 portages)

Begin at the Groundhog River bridge, 32 miles west of Timmins on Highway 101 and end at Highway 11, approximately 17 miles east of Kapuskasing. The route includes swift currents and numerous short fast-water areas, requiring portages totalling two miles in length. The Groundhog River, about 700 feet wide at the mouth, is a fine canoeing river. There is good fishing for pike and pickerel with brook trout in the tributary streams.

##### **Kapuskasing District/Maps Required:**

Foleyet 42B/SE Kapuskasing 42G/SE  
Elsas 42B/NE

#### **51 SANDBANK LAKE TO MOOSONEE** Via the Agwasuk, Kwataboahagan and Moose Rivers 8 days/130 miles

To reach the starting point of this difficult wilderness trip, it is necessary to fly west from Moosonee to Sandbank Lake, a distance of ninety air miles. Travel east down the Agwasuk River, through the Kwataboahagan River to the Moose River and on to Moosonee. There is good pike and pickerel fishing in these rivers and speckled trout in some of the tributary streams. Plan on taking your camera. You will view a variety of wildlife and waterfowl. Guides and aircraft can be obtained at Moosonee.

##### **Cochrane District/Maps Required:**

Ghost River 42O Moosonee 42P

#### **52 PARTRIDGE RIVER TO JAMES BAY** 175 miles

This rather difficult trip, along the tidal flats of James Bay, begins at Moosonee. Travel northeast from Moosonee down the Moose River into James Bay. Local guides should be consulted about the actual starting time which will depend on the tides and winds. After reaching James Bay, paddle south to the mouth of the Partridge River and travel upstream. For the first 40 miles, the current is strong, with some sections of shallow, fast water. Large pike forage in the mouths of tributary streams. The next 10 miles of the river contain a series of rapids and many areas of swift water which require frequent portaging. End your upstream travel at a 20-foot waterfall and return to the starting point at Moosonee.

##### **Cochrane District/Maps Required:**

Moose River 42I Moosonee 42P

# Albany River Attawapiskat and Winisk and Ekwan Drainage Basins 53-66

Government  
Publications

The large, fast flowing Albany River cuts a line through the centre of Northern Ontario from Lake Joseph to James Bay, draining an area of 53,000 square miles. Most of its major tributaries are navigable including the Kenogami, Nagagami, Pagwachuan, Kabinakagami and Ogoki Rivers. Because of this variety of water routes, the Albany system was used extensively by the Hudson's Bay Company to transport furs from the interior. Fort Albany, the oldest post in continual use to the present day, was established at the mouth of the river about 1683. The Company extended its influence along the branches of the Albany and by 1793 the network reached across Ontario as far west as the English and Rainy Rivers. All of these posts obtained supplies from James Bay via the Albany River system. The river provided unobstructed access for 200 miles upstream to Martin Falls. Above this point you can still use the wide portages constructed to accommodate the large York boats which were moved on rollers around the waterfalls and rapids. The area consists of a rolling, rocky plain broken by gravel ridges and glacial moraines. Downstream, much of the area is typical muskeg lowland while the upper tributary system supports rich forests of black and white spruce, jackpine, poplar and white birch.

The river is still undeveloped and unpopulated with the exception of isolated Indian communities with their missions and trading posts. Present day transportation into the area is primarily by air, although supplies are still moved to some communities during the long winter months by tractor-train across the frozen lakes and snow-covered forest trails.

The upper tributary systems may be reached by secondary highways and forest access roads running northward from the Trans-Canada Highways 11 and 17.

## 53 SIOUX LOOKOUT TO FORT ALBANY 30 days/650 miles (30 portages)

Begin at Sioux Lookout, and cross the height of land between Lac Seul and Lake Joseph, the headwaters of the Albany River. Travel downstream to the town of Fort Albany on James Bay. This voyageur route contains many rapids and areas of swift water and should, therefore, be attempted only by the most experienced canoeist. There are few sources of supplies or assistance in the area and air transportation for the return journey must be arranged from Fort Albany to the railhead of the Ontario Northland Railroad at Moosonee. Air transport can also be arranged to travel any selected portion of the route.

### Sioux Lookout, Cochrane, Geraldton Districts/Maps

Required:

Fort Albany 43A  
Kapiskau River 43B  
Ghost River 42O  
Ogoki 42N

Fort Hope 42M  
Miminsika Lake 52P  
St. Joseph 52O  
Sioux Lookout 52J

## 54 LIMESTONE RAPIDS TO FORT ALBANY Via the Kabinakagami, Kenogami and Albany Rivers 6 to 8 days/250 miles

To reach the starting point of this route take Highway 11, 22 miles west of the town of Hearst, then travel 27 miles north on the Rogers Road. Begin this trip through a portion of the Albany River system, at Limestone Rapids on the Kabinakagami River. No portaging is necessary, but some rapids require wading or "lining" a canoe. Indian guides are available at the Calstock Indian Reserve on the Rogers Road. There is good fishing for pickerel, pike and brook trout. The trip ends at Fort Albany.

### Kapuskaing District/Maps Required:

Hearst 42G/NW  
Calstock 42F/NE  
Kenogami River 42K  
Ogoki 42N

Ghost River 42O  
Kapuska River 43B  
Fort Albany 43A

## 55 FLINT RIVER ROUTE 3 days/30 miles (6 portages)

For an easy trip through a wilderness area, take this route which begins at Klotz Lake Provincial Park on Highway 11 and ends at the Canadian National Railway near Flintdale. It is possible to extend the trip into the Kenogami River, travelling downstream until that river flows into the Albany River and along the Albany to James Bay.

### Geraldton District/Maps Required:

Taradale 42F/NW

## 56 WABAMIGIA, DROWNING RIVER CIRCLE ROUTE 10 to 15 days/87 miles (21 portages)

Several variations are possible for this popular trip through brook trout waters, depending on time available. Access to the terminal points is via Highway 584 from Highway 11 at Geraldton to Nakina on the Canadian National Railway line.

### Geraldton District/Maps Required:

Nakina 42L

## 57 PAGWACHUAN RIVER ROUTE 4 to 6 days/45 miles (9 portages)

Although relatively short, this extremely arduous trip is for the canoeist who wants a real wilderness challenge. At Purgatory Chutes, the river drops 150 feet in less than a quarter of a mile and forms a spectacular rushing cataract. Brook and lake trout fishing is available. The trip begins near Klotz Lake Provincial Park and ends at Highway 11.

### Geraldton District/Maps Required:

Taradale 42F/NW

Longlac 42E/NE

## 58 OSAWIN/FOCH/NAGAGAMI AND SHEKAK RIVERS 7 days/130 miles

Begin at the Pagwachuan River bridge on the Trans-Canada Highway 11, seventy miles west of Hearst. Travel south and east in a loop through the Osawin, Foch, Nagagami and Shekak Rivers. Finish at the Shekak River bridge, 34 miles west of Hearst. Excellent trout fishing will more than compensate for the number of portages on this trip. You may travel by train from Hornepayne near Nagagamis Provincial Park to the best trout fishing areas on the Osawin River.

### Kapuskaing District/Maps Required:

Taradale 42F/NW  
Obakamiga Lake 42F/SW

Hornepayne 42F/SE  
Calstock 42F/NE

## 59 NAGAGAMI RIVER ROUTES 3 days/60 miles

Nagagamis Provincial Park, located on Highway 631, 25 miles south of Highway 11, is a convenient base for a number of short trips through these brook trout waters.

### Kapuskaing District/Maps Required:

Calstock 42F/NE

Hornepayne 42F/SE

## 60 BURROWS RIVER/KENOGAMI RIVER ROUTE 4 days/33 miles (4 portages)

Begin this trip from the public dock on Murky Creek, 26 miles north of Geraldton on Highway 584, or at Alfred Lake only six miles from Geraldton. This route combines lake and downstream river travel with four short portages. End the trip at Longlac on Highway 11.

### Geraldton District/Maps Required:

Nakina 42L

Longlac 42E

Ontario

Ministry of Natural  
Resources

[G-7]

[Annual publications]



**61 GERALDTON TO LONGLAC**  
Via Kenogamis and Kenogami Rivers  
3 days/34 miles (6 portages)

This trip, which begins at MacLeod Provincial Park on Highway 11 and ends at Longlac, combines equal portions of lake, upstream and downstream river travel

**Geraldton District/Maps Required.**  
*Longlac 42E*

**62 ALLANWATER TO ARMSTRONG STATION**  
14 days/130 miles

Begin the trip at the town of Allanwater on the CNR line just west of Lake Nipigon. Travel the Allanwater River to Brennan, Wabakimi and Cariboo Lakes, ending the trip at the town of Armstrong, also on the CNR line. There are 20-foot waterfalls and areas of white water along this route. Portages are short and well cleared. Fishing is good.

**Thunder Bay District/Maps Required**  
*Armstrong 52I* *Sioux Lookout 52J*

**ATTAWAPISKAT RIVER BASIN**

The Attawapiskat River, with its tributaries, drains an area of 19,000 square miles reaching 500 miles westward from James Bay between the Albany and Winisk Rivers. The entire river system is touched by only one road where an extension of Highway 599 crosses the Otokwin River north of the community of Pickle Lake.

The only two communities on this river are historic Lansdowne House on Attawapiskat Lake and Attawapiskat at the mouth of the river on James Bay. There is no development or means of outside communication in the 320 miles separating these two Indian communities.

Travel is difficult in the upper sections as the tributary streams drop down over many rapids from the Shield. Although difficult in access, downstream travel from Lansdowne House is relatively easy and the river provides one of the best opportunities to view the geological and glacial history of northern Canada.

An unusual feature of travel in the lower 250 miles after the river leaves the Shield is that one may travel in only 2 to 4 feet of water over flat limestone shelves for considerable distances even though the river may be up to one-half mile in width.

The surrounding region is typical Hudson Bay lowland country, poorly drained, with peat bogs, shallow ponds and stunted spruce swamps.

**63 ATTAWAPISKAT RIVER**  
Lansdowne House to James Bay  
7 to 10 days/320 miles (5 portages)

Do not attempt this trip without the services of an experienced local guide which can be arranged through the Hudson's Bay Company at Lansdowne House or the Department of Indian Affairs and Northern Development at Geraldton.

Air transportation of 150 miles is required to reach the starting point at Lansdowne House and to return from Attawapiskat village at the mouth of the river.

As you travel downstream you will encounter a wide variation in the velocity of the stream. The river banks change from swampy to alluvial gravel with occasional silty banks up to 40 feet in height. Canoes can be lined down many of the rapids and swifts formed where the river drops down over limestone shelves. There are many outcrops of limestone containing fossils along the route and numerous sandbars near the river mouth. Some difficulty will be encountered in locating the channels through the numerous islands. At its mouth the river fans into a delta providing an excellent wildfowl habitat.

Nesting ducks and geese are common along the entire route and fishing for pickerel, northern pike and brook trout is moderately good.

**Geraldton District/Maps Required**  
*Kapiskau River 43B* *Matateto River 43F*  
*Missisa Lake 43C* *Lansdowne House 43D*

**64 SPRUCE RIVER**  
Menako Lake to Badesdawa Lake  
3 to 4 days/45 miles

This tributary stream of the Attawapiskat may be reached by road 100 miles north of Pickle Lake on Highway 599. Begin at the public landing on Menako Lake and travel downstream to the junction with the Otokwin River and proceed to the road crossing at the outlet from Badesdawa Lake. This trip will provide interesting travel through fast water and rapids with good fishing for pickerel and northern pike.

**Sioux Lookout District/Maps Required:**  
*North Caribou Lake 53B* *Lake St. Joseph 52O*  
*Miminsika Lake 52P*

**WINISK AND EKWAN RIVER BASINS**

The Winisk River, draining 26,000 square miles, flows northerly into Hudson Bay. It consists of two main branches flowing from Winisk Lake and Shibogama Lake which merge approximately 150 miles upstream from the mouth of the river. Most of this river is now protected as a Wild River Provincial Park.

The Winisk is the most exciting of Ontario's northern rivers. Its lower portion flows through Polar Bear Provincial Park, one of the most southerly extensions of the Arctic Tundra in the world. This 9,300 square mile park includes 200 miles of Hudson Bay and 80 miles of James Bay coastline. The denning grounds of the polar bear are in this area. It is also the subarctic breeding grounds for large colonies of snow and blue geese, and habitat of numerous mammals including the bearded seal, walrus, beluga whale, moose, caribou and arctic fox.

This wilderness area is far removed from human settlement. Visitors should prepare for the trip with more than usual care. Provisions for the whole trip must be carried. Supplies and communications are available only at Hudson's Bay Company posts inland at Winisk Lake and Lansdowne House, and on the coast at Attawapiskat and Winisk. Scheduled air transportation is available between the coastal communities and Moosonee. Extra time should be allowed for bad weather in the coastal area.

**65 WINISK RIVER**  
Winisk Lake to Hudson Bay  
10 to 14 days/270 miles

Arrangements need to be made for air transportation to the starting point where experienced guides from the Webiqui Indian Band will provide canoes and guide service for the downstream trip. Employing local guides and canoes directly benefits this community, and will eliminate costs of transporting your own canoe by air to and from the area.

There is excellent fishing for brook trout along the route and in the tributary streams.

Contact the Department of Indian Affairs and Northern Development at Box 1089, Geraldton, or Box 96, Moose Factory, Ontario, for information on guides and transportation.

**Geraldton District/Maps Required**  
*Lansdowne House 43D* *Sutton Lake 43K*  
*Winiskis Channel 43E* *Winisk 43N*  
*Matateto River 43F*

**66 EKWAN RIVER/JAMES BAY COAST**

The Ekwana River, running eastward into James Bay, will provide a somewhat different and interesting experience for the canoeist. As there are no landing sites to accommodate air transport to an upstream starting point, arrangements must be made for air transportation from Moosonee to Attawapiskat. It is then necessary to travel with guides, in large canoes, for the 25-mile journey up the James Bay coastline to the mouth of the Ekwana River.

Time available, and any difficulties experienced enroute are the only factors limiting upstream travel on the Ekwana. The tidal flats of James Bay and the quality of fishing in the upstream waters are interesting features of this trip.

**Geraldton District/Maps Required**  
*Ekwana River 43G* *Matateto River 43F*

# Severn and Winnipeg Drainage Basins

## 67-83

Government  
Publications

Draining 25,000 square miles, the Severn River plunges 1,014 feet in its 610-mile course from the headwaters at Sandy Lake to Hudson's Bay. The upper river is comprised of a series of lakes and swift flowing connecting channels. The lower section of the river slows and widens as it moves through the muskeg country of the Hudson Bay lowlands. Fort Severn, at the mouth of the river, was originally constructed in 1685 to service the fur trade, and still serves the Indian community.

There are no roads. All transportation between the Indian communities is by water or air. Communities are linked by radio and can provide experienced guides for travel on this river system.

Travel on the main branch of the Severn, which requires a 450-mile downstream trip from Sandy Lake is somewhat uninteresting and monotonous. The alternative route down the Fawn River from Big Trout Lake includes a seventy-mile stretch of the Severn River and provides a more interesting trip.

Regular scheduled air service is available from Pickle Lake on Highway 599 to Big Trout Lake and Fort Severn, and from Moosonee to Fort Severn. Charter air service is also available into this area.

### 67 FAWN RIVER Big Trout Lake to Fort Severn 10 to 14 days/250 miles (17 portages)

On this trip outboard motors can shorten your travel time by approximately two days. Ample time should be allowed to provide for delays in air transportation due to fog in the coastal area. It is wise not to attempt the trip before June 15th.

Arrangements can be made for guides and air transportation through the Department of Indian Affairs and Northern Development. Members of the Indian Band at Big Trout Lake have established outpost fishing camps at points downstream.

The river provides a wide variety of scenery, wildlife and forest conditions. Fossils are very common on the lower Severn.

Brook trout are in rapids and tributary streams and pickerel and pike are common.

**Sioux Lookout District/Maps Required**  
Clendenning River 43L Fawn River 53I  
Fort Severn 43M Dickey River 53P  
Asheweig River 53H

### WINNIPEG RIVER BASIN

One of the most important watersheds in northwestern Ontario, the Winnipeg River system, and its largest tributary, the English River, formed a portion of the major fur trade route via the Albany River from Fort Albany on James Bay to Fort Gary on Lake Winnipeg. The route of the early Canadian explorers through Lake of the Woods and the Winnipeg River to Lake Winnipeg was also used extensively by the fur brigades. The explorer, Alexander Mackenzie, who travelled the Winnipeg River in 1800, described the area as being "so broken by lakes and rivers that people may find their ways in canoes in any direction they please."

Lac Seul, the primary source of the English River, drains a large basin that reveals the ancient glacial history of the area. Topography varies from ice-scoured, bare, rocky ridges to pockets of deeper glacial soil deposits. Near the town of Dryden the area is relatively flat and contains the deeper clay soils which formed the bottom of the post glacial Lake Agassiz, created during the retreat of the last glacier. The major tributaries are the Wabigoon, Longlegged, Chukuni and Cedar Rivers.

Trans-Canada Highway 17 roughly follows the southern boundary of the basin and a terminal moraine running northwesterly between Red and Trout Lakes forms the northern boundary. The Trans-Canada routes of both the Canadian National and Canadian Pacific railways cross the region. The CPR runs parallel and close to the Trans-Canada Highway while the CNR follows a more northerly route. Most of the communities in the area are clustered along these major transportation arteries.

The Winnipeg drainage basin contains some of northern Ontario's richest ore deposits including gold at Red Lake and iron ore at Bruce Lake. Evidence of mining explorations and operations can be seen throughout the entire region. The gold discovery at Red Lake in 1926 stimulated the development of highways in the area. Before the construction of Highway 105 to connect Red Lake with the railways, all of the heavy equipment and supplies to work the mines at Red Lake were transported by barge from Sioux Lookout, along Lac Seul, and up the Chukuni River to Red Lake. Highway 599 was originally constructed to connect the mining area at Pickle Lake with the CPR. It has since been extended to connect with the Trans-Canada Highway 17.

Timber production is one of the primary industries of the area. A major network of secondary forest access roads has been developed to transport forest products to the paper mills at Kenora, Dryden and Thunder Bay. The forest consists of mixed stands of jack pine, white and black spruce, balsam, poplar and white birch.

The region is renowned for its hunting and fishing and has produced world record fish. One of the few remaining herds in Ontario of woodland caribou has survived, with protection, in an isolated part of the area. Moose and deer are common and the commercial harvest of fur is an important part of the local economy.

### 68 VOYAGEURS' ROUTE/LAKE OF THE WOODS TO MANITOBA BOUNDARY 4 days/60 miles

Follow the Winnipeg River downstream from Kenora past Whitedog dam and enter Tetu Lake. Proceed north westward to Boundary Falls and enter Eaglenest Lake in Manitoba Whiteshell Provincial Park. Return to Kenora by Highway 596 from Whitedog Falls.

**Kenora District/Maps Required**  
Kenora 52E Pointe du Bois 52L

### 69 CARIBOO FALLS LOOP 2 days/32 miles (2 portages)

From the Whitedog power dam 60 miles north of Kenora, it is an easy downstream trip on the Winnipeg River system through Tetu Lake, and then upstream on the English River past Cariboo Falls into Umfreville Lake. The only portage on the second half of the circle is at the Whitedog Indian Reserve.

Follow Umfreville Lake east into Separation Lake, to Fiord Bay then through a series of portages into Sum Lake and Sand Lake. Travel West on Sand Lake to your original starting point at Whitedog Falls.

**Kenora District/Maps Required**  
Pointe du Bois 52L

### 70 BALL LAKE LOOP 14 days/125 miles (23 portages)

Upon reaching Ball Lake, after a 45-mile trip northeast from Kenora, begin a clockwise circular trip along the English, Sturgeon and Longlegged River systems. Most of the rapids and portages occur along the latter two rivers. A few fly-in fishing lodges and a Hudson's Bay Company Post, at which supplies may be obtained, are almost the only evidence of man's presence in this unspoiled area of lakes, rapids and waterfalls.

**Kenora District/Maps Required**  
Lac Seul 52K Pointe du Bois 52L



**71 UPPER WABIGOON, ENGLISH RIVER**  
**7 days/70 miles (14 portages)**

Begin the trip at Clay Lake, located at the end of Highway 609 and north of the community of Vermilion Bay. Travel down the Wabigoon River to Ball and Tide Lakes, then up the English River to Ear Falls on Highway 105. Portages along the route are short, campsites are plentiful, and the town of Ear Falls contains stores and tourist outfitters.

The English River was a particularly important section of the fur traders' route between Fort William and the Albany River and the wide portages which were cut originally to permit fur traders to roll their wide York boats around the falls on Oak Lake are still usable. This route was heavily used, as recently as 1925, as an alternate route to Pakwash Lake during the Red Lake gold rush.

**Kenora District/Maps Required**  
*Dryden 52F*

**72 CEDAR RIVER ROUTE**  
**7 days/70 miles (9 portages)**

This trip begins from Highway 609 at Clay Lake and the first portage over the height of land at Twilight Lake is the most difficult. The route, which crosses Highway 105 twice, may be terminated at Ear Falls or extended up the Chukuni River to the community of Red Lake.

**Kenora District/Maps Required**  
*Dryden 52F*

**73 BLUE LAKE PROVINCIAL PARK LOOP**  
**3 days/10 miles**

This short route, beginning in the park, runs roughly parallel to the CNR line, loops to include Daniels, Cobble Lakes and Canyon Lake, returning to the park via Forest and Edward Lakes.

**Kenora District/Maps Required**  
*Dryden 52F*

**74 RED LAKE/LONGLEGGED LAKE CIRCLE ROUTE**  
**7 to 10 days/160 miles (16 portages)**

Commence at Pakwash Provincial Park on Highway 105 and travel up the Chukuni River to Red Lake. Continue through Parker, Medicine Stone and Longlegged Lakes to the Longlegged River.

Follow the Longlegged River down to the English River system and thence upstream to the starting point at Pakwash Lake.

**Sioux Lookout District/Maps Required**  
*Carrol Lake 52M                      Pointe du Bois 52L*  
*Trout Lake 52N                      Lac Seul 52K*

**75 PAKWASH LAKE/RED LAKE/CHUKUNI LAKE/**  
**CIRCLE ROUTE**  
**15 to 18 days/228 miles (24 portages)**

Pakwash Provincial Park is the starting point on this circle through a chain of large and small lakes and along Troutlake, Nungesser and Chukuni Rivers. You will pass through shallow Pakwash Lake, called Mujje-nepé (an evil lake) by the Indians and l'eau du démon (Devil Water) by the voyageurs, who feared the lake because of its sudden storms.

This excellent fishing area has good camping sites and some sand beaches.

**Sioux Lookout District/Maps Required**  
*Trout Lake 52N                      Lac Seul 52K*

**76 LAC SEUL ROUTE**  
**Sioux Lookout to Red Lake**  
**7 to 10 days/165 miles (7 portages)**

Begin the trip at Sioux Lookout and end at Ear Falls or travel up the Chukuni River to Red Lake. From here you may enter Pakwash Provincial Park which may be used as a base for exploring segments of this route.

Eighty-mile long Lac Seul, the major source of the English River system, was used by the Hudson's Bay Company as part of the route from the western fur lands to James Bay, and was also used to transport machinery to Red Lake during the gold rush.

**Sioux Lookout District/Maps Required**  
*Sioux Lookout 52J                      Trout Lake 52N*  
*Lac Seul 52K*

**77 ENGLISH RIVER/PRESS LAKE TO SIOUX LOOKOUT**  
**5 days/52 miles (10 portages)**

Press lake may be reached by travelling 15 miles west on a secondary road from Highway 599. The trip provides interesting downstream travel through fast water areas into Minnitaki and Abram Lakes and ends at Sioux Lookout on Highway 72.

**Sioux Lookout District/Maps Required**  
*Sioux Lookout 52J                      Ignace 52G*

**78 SANDBAR LAKE/BARREL LAKE/PRESS LAKE/**  
**MAMEIGWESS LAKE LOOP**  
**6 days/85 miles**

Begin this trip from Sandbar Lake Provincial Park on Highway 599. This route goes through a chain of undeveloped lakes which contain trout, pickerel and pike.

**Sioux Lookout District/Maps Required**  
*Sioux Lookout 52J                      Ignace 52G*

**79 SANDBAR LAKE/DOWNHILL LAKE/ENGLISH**  
**RIVER/INDIAN LAKE LOOP**  
**6 days/80 miles**

This trip, beginning at Sandbar Lake Provincial Park, combines downstream river travel, with travel on a series of connecting lakes, and ends at Sandbar Lake.

**Sioux Lookout District/Maps Required**  
*Ignace 52G                      Sioux Lookout 52J*

**80 ENGLISH RIVER/SOWDEN LAKE/BARREL LAKE/**  
**SANDBAR LAKE ROUTE**  
**6 to 8 days/125 miles**

Enter the English River at Highway 17 and travel downstream for ninety miles to Barrel Lake. Then continue through thirty-five miles of connecting lakes to Sandbar Lake Provincial Park.

**Sioux Lookout District/Maps Required**  
*Ignace 52G                      Sioux Lookout 52J*

**81 SIOUX LOOKOUT/MARCHINGTON LAKE/**  
**STURGEON RIVER ROUTE**  
**10 days/100 miles (20 portages)**

Travel east from Sioux Lookout through Marchington Lake and up the Sturgeon River and through Sturgeon Lake to the landing where Highway 599 touches this lake.

**Sioux Lookout District/Maps Required**  
*Sioux Lookout 52J                      Ignace 52G*

**82 SIOUX LOOKOUT/MARCHINGTON RIVER LOOP**  
**8 days/120 miles (12 portages)**

Beginning and ending at Sioux Lookout, this trip combines downstream river travel with travel on a series of good fishing lakes.

**Sioux Lookout District/Maps Required**  
*Sioux Lookout 52J                      Ignace 52G*

**83 GREEN GRASS LAKES CIRCLE ROUTE**

This route has been used for decades for recreational canoeing. From Sioux Lookout follow through the Marshington River to Fairchild, Armit, Lawson, Hooker, Ghost, Raggedwood Lakes and down the Vermilion River to Lac Seul.

**Sioux Lookout District/Maps Required**  
*Sioux Lookout 52J                      Lac Seul 52K*

# Lake of the Woods Drainage Basin

## 84-103

Government  
Publications

The Lake of the Woods drainage basin actually comprises the southern portion of the Winnipeg River system. The rivers in this system flow generally south and west, draining into the Rainy River waterway along the international boundary before entering Lake of the Woods.

The area is moderately hilly, covered with stands of spruce, pine, balsam, poplar and white birch, and everywhere laced with low ridges of exposed bedrock. Extensive agricultural settlement has taken place in the region lying between Rainy Lake and Lake of the Woods on the deeper soils deposited in the bed of the glacial Lake Agassiz.

Before European settlement of the area the intricate system of waterways permitting travel in every direction supported a large Indian population. These nomadic people moved freely over the area, fished in the larger lakes during the summer, harvested wild rice in the autumn and moved inland, in small groups, to winter hunting grounds. They continually waged minor wars with rival tribes from the south. Today, a large number of Indian reserves are scattered throughout the area.

Major economic development consists of iron mining at Steep Rock Lake near Atikokan and paper mills at Fort Frances, Kenora and Dryden. The region, which is one of the prime fishing and hunting areas in Ontario, supports a large tourist industry.

The major transportation routes include the Trans-Canada Highway 17, the Canadian Pacific Railway along the northern boundary, and Highway 11 running east and west through the southern portion. Highway 71 runs northerly from Fort Frances to Kenora. There is scheduled air service to Thunder Bay, Dryden and Kenora and charter float plane service available throughout the area.

### 84 NORTHERN LIGHT LAKE LOOP

4 days/60 miles

Take Highway 588 west from Thunder Bay to Northern Light Lake. Travel through the following lakes: Mowe, Plumes, Greenwood, Twinhouse, Elevation, Saganaga and Wantello. The trip may be extended to Weikwabinonaw Lake along the Weikwabinonaw River.

**Thunder Bay District/Maps Required:**

Northern Light Lake 52B/SE

### 85 WEIKWABINONAW RIVER/MARKS LAKE TO SAGANAGA LAKE

5 days/75 miles

Take a secondary road extension of Highway 590 from Thunder Bay to reach the starting point at Marks Lake. Include the following in the trip: Weikwabinonaw Lake and River, Greenwood, Dart, Hew, Elevation, and Saganaga Lakes, and finish the trip either at Cache Bay on Saganaga Lake or at the starting point.

**Thunder Bay District/Maps Required:**

Northern Light Lake 52B/SE Agnes Lake 52B/SW

### 86 KASHABOWIE RIVER TO NORTHERN LIGHT LAKE Via Saganaga Lake

4 days/50 miles

Begin the trip at Upper Shebandowan Lake on Highway 11. Travel south through Grouse, Squeers, Heart, and Nelson Lakes and then follow the Nelson and Weikwabinonaw Creeks to Northern Light Lake's Trafalgar Bay. Portage to Saganaga Lake and return by Curran Bay, Northern Light Falls and Nelson Bay to the terminal point on Highway 588. The area surrounding these lakes is filled with wildlife including grouse, ducks and moose. Fishing is excellent. There are Indian pictographs along this moderately difficult route.

**Thunder Bay District/Maps Required:**

Lac des Mille Lacs 52B/NE Northern Light Lake  
Agnes Lake 52B/SW 52B/SE

### 87 BURCHELL LAKE TO QUETICO PARK

7 days/50 miles

The starting point at Burchell Lake may be reached by a secondary road from Highway 802. From Burchell Lake, portage through Hernia Lake to Fountain Lake and proceed southwest along Span Lake Creek to Snodgrass Lake. Portage into the Wawig River and along Powell Creek and Mack Creek to Mack Lake on the eastern edge of Quetico Provincial Park.

**Thunder Bay District/Maps Required:**

Lac des Mille Lacs 52B/NE Marmion Lake 52B/NW  
Northern Light Lake 52B/SE Agnes Lake 52B/SW

### 88 QUETICO PROVINCIAL PARK

Quetico, containing 1,750 square miles of forest and waterways, was first set aside as a Provincial Park in 1913. This area of tangled lakes and rivers, towering granite cliffs and rocky islands contains one of the outstanding canoe areas in Canada. Here, one may travel the portage routes established by Canada's native people and followed by the early explorers to the Canadian west. Every bend in the river will reveal the rich human and natural history of the area.

Twelve major canoe routes, including the Voyageur Route of the fur trade era, are described in a separate booklet. There are many less travelled routes to provide side trip possibilities for the more experienced canoeist.

Access to the north side of the park is via Highway 11 to the Dawson Trail Campground on French Lake. Canoeists entering from the United States through the Boundary Waters Canoe Area must clear Canadian Customs at one of the four outpost stations along the international boundary.

Ask for the booklet "Canoe Routes - Quetico Provincial Park" and the Quetico Provincial Park Map 50c.

**Fort Frances District:**

### 89 VOYAGEURS' HIGHWAY/LAC LA CROIX TO RAINY LAKE

4 days/80 miles (2 portages)

Before 1821, Lac La Pluie (Rainy Lake) was the meeting place of the Athabaskan and Montreal traders to relay Athabaskan furs in exchange for trading goods. The Northwest Company needed these two trading brigades as the distance from Athabaska to Fort William was too far to travel in a single summer. This section of the route runs from the town of Fort Frances on Rainy Lake, 40 miles east to Namaken Lake and from there 40 miles further to Lac La Croix.

**Fort Frances District/Maps Required:**

International Falls 52C



## 90 VOYAGEURS' HIGHWAY/RAINY LAKE TO THE MANITOBA BORDER

### Via the Rainy River

14 days/200 miles

Prior to the impact of civilization and establishment of pulp and paper mills along its banks, the Rainy River, with a current of two to five miles per hour, flowed through an area heavily forested with oak, maple, birch, pine and cedar. The area has been extensively logged and much of the land along the river bank is privately owned and has been cleared for agriculture. It is necessary to portage around log booms at Fort Frances. The distance from Fort Frances to the Lake of the Woods is 75 miles. Because of the wide expanse of water and relatively shallow depth, the southern section of this lake, known as the Big Traverse, can become extremely rough and should be crossed with caution.

**Fort Frances District/Maps Required:**  
*International Falls 52C*

Detailed chart No. 6201 (Lake of the Woods) is available @ 50c from:  
Canadian Hydrographic Service,  
Department of Energy, Mines & Resources,  
615 Booth Street,  
Ottawa, Ontario.

## 91 LAKE OF THE WOODS

Containing some 12,000 pine-studded islands, Lake of the Woods provides an infinite variety of canoe trips. A circular route around the Aulneau Peninsula, for example, will pass many sites associated with the legends and early history of the area. On the islands are numerous Indian rock paintings and the only nesting ground in Ontario of the majestic white pelican. There are a number of access points to Lake of the Woods. The major town is Kenora at the northern outlet into the Winnipeg River.

**Kenora District/Maps Required:**  
*Kenora 52E*

Detailed Charts No. 6202, 6203, 6204, 6205 are available at 50c each from:  
Canadian Hydrographic Service  
Department of Energy, Mines & Resources,  
615 Booth St.,  
Ottawa, Ontario.

## 92 SEINE RIVER ROUTE

**Atikokan to Rainy Lake**  
5 days/95 miles (2 portages)

The Seine River, flowing west from Atikokan into Rainy Lake, is a northern alternative to the Lac La Croix Waterway. First explored in 1688 by Jacques de Noyon, who travelled it on his journey from Lake Superior, the route is more difficult than the "Voyageurs' Highway" and has not been as commonly used. Highway 11 runs parallel to the route which begins at Steep Rock Lake near Atikokan and ends at Fort Frances.

**Fort Frances District/Maps Required:**  
*Quetico 52B International Falls 52C*

## 93 TURTLE RIVER ROUTE

7 to 10 days/120 miles (20 portages)

This route runs through Swell and Red Gut Bays on Rainy Lake, along the Turtle and Wabigoon Rivers to Dinorwic Lake and ends at the community of Wabigoon on Highway 17. A fast-flowing stream, the Turtle River has an average width of 100 feet and follows a winding course between low banks and over 16 sets of rapids and one 50 foot waterfall. This is an excellent area for wildlife photography. Indian pictographs are located on the route.

**Kenora District/Maps Required:**  
*Dryden 52F International Falls 52C*

## 94 MANITOULAKES ROUTE

12 days/125 miles (18 portages)

This route beginning at the community of Wabigoon on Highway 17, once the hub of a flourishing gold rush in the late 1800's, follows one of the waterways first explored by La Verendrye. Portages are cleared, campsites prepared, and fishing is excellent. Indian pictographs may be viewed along the route. The trip ends at Fort Frances on Rainy Lake. The route goes through the abandoned town of Gold Rock which contains some of the gold mining history of the District.

**Kenora District/Maps Required:**  
*International Falls 52C Dryden 52F*  
*Kenora 52E*

## 95 FORT FRANCES TO VERMILION BAY

**Via Pipestone Lake**  
10 days/100 miles (more than 12 portages)

Begin the trip at Fort Frances or at Hope Portage on Rainy Lake and travel north through Footprint, Jackfish, Loonhaunt, Pipestone, Lawrence, Rowan and Atikwa Lakes. Proceed from Canal Bay on Atikwa Lake to Passover and Chancellor Lakes, ending the trip at Meridian Bay on Eagle Lake. This route is more difficult than the Manitoba Lakes Route.

**Fort Frances District/Maps Required:**  
*International Falls 52C Dryden 52F*

## 96 BURDITT LAKE LOOP

4 days/35 miles (5 portages)

Begin at the public dock on Burditt Lake at the end of Highway 615 and travel through Burditt, Weld, Loonhaunt and Jackfish Lakes. This short trip provides travel through undeveloped areas away from civilization.

**Fort Frances District/Maps Required:**  
*International Falls 52C*

## 97 NESTOR FALLS LOOP

7 days/100 miles (13 portages)

From Nestor Falls on Highway 71, travel east over a series of small lakes including Pinus, and Kishkutena to Pipestone, then circle north through Lawrence, Rowan, Denmark and Caviar to Dogpaw and Regina Bay. The return trip is south through Whitefish Bay, Turtle Portage to Sabakong Bay and Nestor Falls.

**Fort Frances District/Maps Required:**  
*International Falls 52C Dryden 52F*

## 98 FORT FRANCES TO REDGUT BAY/RAINY LAKE

3 days/50 miles

Consisting of three interconnecting basins, the roughly L-shaped Rainy Lake, in spite of its size, has very few stretches of open water. Canoeing can be dangerous when storms create very high waves on this lake. Whitefish, pickerel and pike provide good fishing.

**Fort Frances District/Maps Required:**  
*International Falls 52C*

## 99 KAKAGI LAKE LOOP

3 days/40 miles (5 portages)

Begin at Kakagi Lake on Highway 71 and travel through Cameron, Shingwak, Isinglass, Caviar, Dogpaw, Flint and Cedartree Lakes.

**Kenora District/Maps Required:**  
*Dryden 52F*

## 100 LAKE OF THE WOODS/EAGLE LAKE LOOP

10 days/115 miles

Begin at Sioux Narrows or Rushing River Provincial Park on Highway 71, or at Vermilion Bay on Highway 17. This scenic route includes travel through Dogtooth, Hawk, Highwind, Porcus, Winnange, Teggau, Eagle and Dryberry Lakes, and 45 miles of travel among the islands in Lake of the Woods.

**Kenora District/Maps Required:**  
*Dryden 52F Kenora 52E*

## 101 VERMILION BAY SOUTHERN LOOP

10 days/110 miles (15 portages)

This is a difficult and challenging route. Start at Vermilion Bay, on Highway 17, or at Sioux Narrows on Highway 71. From either of these locations circle through Teggau, Dryberry, Caviar, Eliza, Ruper, Atikwa, and Populus Lakes, and then canoe down the Piskegomang River to Eagle Lake and return to Vermilion Bay.

**Kenora District/Maps Required:**  
*Dryden 52F Kenora 52E*

## 102 VERMILION BAY TO DRYDEN

7 days/60 miles (3 portages)

This trip from Vermilion Bay to Dryden is an easy route, in spite of one portage over two miles long. Begin at Vermilion Bay and travel through the main portion of Eagle Lake to Bear Narrows and then south into Osbourne Bay. From Osbourne Bay travel east and north through Ingall, Dore, and Trapp Lakes and into Contact Bay on Wabigoon Lake. Proceed north on Wabigoon Lake to Dryden.

**Kenora District/Maps Required:**  
*Kenora 52E Dryden 52F*

## 103 IGNACE TO WHITE OTTER LAKE ROUTE

4 days/22 miles (15 portages)

Start from Agimik Lake just west of the community of Ignace on Highway 17. The return trip to Ignace requires four days, or eight days if one chooses to return via the Turtle and Wabigoon Rivers to Dinorwic on Highway 17. White Otter Lake, long noted for its deep clear trout waters, is the site of a unique log castle built by a Scottish trapper for a bride who never arrived.

**Sioux Lookout District/Maps Required:**  
*Press Lake 52G/NW Mellonga Lake 52G/NE*  
*Gulliver River 52G/SW Pakashkan Lake 52G/SE*

# Lake Superior Drainage Basin

## 104-125

Government  
Publications

Ontario  
Ministry of Natural  
Resources

[E-7]

[Annual publications]

Because the rim of the Pre-Cambrian Shield is only sixty miles north of the Canadian shore of Lake Superior, the rivers in this watershed are short, clear, and swift-flowing, tumbling in steep courses over innumerable rapids and falls. Consequently, many of them, particularly the Nipigon, Michipicoten and Montreal, have been dammed to provide hydro-electric power. A series of dams have diverted the flow of Ogoki River from the Albany watershed to Lake Superior by way of Lake Nipigon and the Nipigon River.

The terrain in the Lake Superior drainage basin is, without doubt, the roughest in Ontario. Containing the province's two highest peaks, Tip Top Mountain (2,120') and Batchawana Mountain (2,100'), the land, particularly around Lake Nipigon, is broken into huge rock-covered hills and cliffs, while near Geraldton, the gentle rolling plain of bedrock is broken by low gravel ridges left behind by the glaciers that scoured out this area. Minerals abound in the area and iron is presently being mined near Wawa. The Lake Superior basin is forested with a mixed growth of black and white spruce, jackpine, balsam fir, aspen and white birch, which support a number of paper mills.

The Trans-Canada Highway 17 and Canadian Pacific Railway follow the coast of Lake Superior while the northern routes of the Trans-Canada Highway 11 and the Canadian National Railway run through the northern section of this region. In addition, Highways 614 and 625 connect the northern and southern routes of the Trans-Canada Highway. Settlement is concentrated in relatively few communities along the major transportation arteries. There are commercial fishing and hunting camps throughout the area, many accessible only by float-equipped aircraft.

### 104 VOYAGEUR ROUTE/GRANDE PORTAGE TO LAC LA CROIX 8 days/150 miles (30 portages)

First described by the explorer LaVerendrye, this route, following up the Pigeon River from Lake Superior, became the main fur trade path of the Northwest Company between Rainy River and Montreal. After 1803, a border dispute diverted much of the traffic to the all-Canadian route via the Kaministiquia River and Lac des Mille Lac. The route was never again heavily used due to the nine-mile "grande portage" required to by-pass unnavigable water near the mouth of the Pigeon River. The trip may end at Lac La Croix or be continued to Rainy Lake. The route now marks the international boundary and is bordered on the north by Quetico Provincial Park and on the south by the Boundary Waters Canoe Area of Superior National Forest.

#### Thunder Bay or Fort Frances District/Maps Required:

Fort William, Port Arthur

52A/SW

Sand Point 52C/SE

Northern Light Lake 52B/SE

Seine River 52C/NE

Agnes Lake 52B/SW

### 105 DAWSON TRAIL ROUTE/KAMINISTIGUIA ROUTE 6 days/76 miles (6 portages)

This route was named after Simon Dawson who was commissioned to construct a wagon road from Lake Superior to Shebandowan Lake along the portages of the Voyageur Route. The road, linked by steam ferries, was intended to improve communication between Upper Canada and the new Red River settlement near Fort Garry. Ironically, the first major use of the road was in 1870 when the 1800-man Wolseley expedition was dispatched westward to suppress the Riel Rebellion in the Red River Colony.

Begin at the community at Shebandowan on Highway 11 and travel north through the shallow, sometimes turbulent Lac des Mille Lacs. Proceed south and west through French, Pickerel and Sturgeon Lakes and down the Maligne River to Lac La Croix on the south boundary of Quetico Provincial Park.

This trip ends at French Lake on Highway 11 or may be continued for another 120 miles to Rainy Lake and Fort Frances.

#### Thunder Bay or Fort Frances District/Maps Required:

Lac des Mille Lacs 52B/NE

Agnes Lake 52B/SW

Marmion Lake 52B/NW

Sand Point Lake 52C/SE

### 106 KASHABOWIE LOOP 2 days/20 miles

Beginning at the community of Kashabowie on Highway 11, travel southwest along the Upper Shebandowan to Greenwater River, portage to Greenwater Lake and travel northeast along East Bay to Loch Erne and the Upper Shebandowan.

#### Thunder Bay District/Maps Required:

Lac des Mille Lacs 52B/NE

### 107 GULL RIVER ROUTE - TO LAKE NIPIGON 7 days/100 miles (17 portages)

Enter Heaven Creek from a secondary road off Highway 800 and proceed downstream into Gull River. The trip ends at the highway crossing near Gull Bay of Lake Nipigon. There is excellent brook trout fishing in this stream or in a side trip up the Mooseland River to Garden Lake.

#### Thunder Bay District/Maps Required:

Nipigon 52H

### 108 LAKE NIPIGON

Covering 1,870 miles, Nipigon is the largest lake in Northern Ontario and the home of trophy-size brook and lake trout. During the fur trade era a number of Hudson's Bay Company posts were established on its rocky shores, and York boats plied these waters on the route from Lake Superior to Fort Albany on James Bay.

#### Thunder Bay District/Maps Required:

Armstrong 52I

Nipigon 52H

### 109 BLACK STURGEON RIVER ROUTE 3 days/40 miles (15 rapids)

Draining the area west of Lake Nipigon, the Black Sturgeon River flows parallel to the Nipigon River and south to Lake Superior. Three control dams make it an easy paddle, and there is secondary road access to Black Sturgeon Lake. The trip ends at the point where the river crosses Highway 17.

#### Thunder Bay District/Maps Required:

Fort William 52A

Nipigon 52H



**110 NIPIGON RIVER ROUTE**  
4 days/30 miles

The journals of most early explorers referred to the difficulties of travel on this river which drops 250 feet in 30 miles. The river has been modified by the construction of three hydro-electric dams but should still be travelled only by skilled canoeists. There is excellent brook trout fishing in the fast water areas.

**Thunder Bay District/Maps Required:**  
Fort William 52A Nipigon 52H

**111 BLACKWATER RIVER ROUTE**  
2 days/27 miles (3 portages)

Each June, this route from Jellicoe to Beardmore is the scene of an exciting canoe race in which some of Ontario's best canoeists cover the entire course in approximately three and one-half hours. The route runs parallel to Highway 11 and good campsites are available for an overnight stop.

**Geraldton District/Maps Required:**  
Jellicoe 42E/NW

**112 STEEL LAKE AND STEEL RIVER CIRCLE ROUTE**  
10 to 15 days/96 miles (19 portages)

Popular for many years, this challenging trip combines lake and river travel through a varied and interesting wildlife habitat. The water depth changes greatly during the year. The trip begins and ends at Highway 17, approximately 25 miles west of Neys Provincial Park.

**Geraldton District/Maps required:**  
Steel Lake 42E/SE Heron Bay 42D/NE

**113 STEEL LAKE/STEEL RIVER TO LONGLAC ROUTE**  
10 to 15 days/92 miles (27 portages)

This difficult but enjoyable trip includes the first half of the Steel Lake Circle Route and continues northward through a chain of lakes to the town of Longlac on Highway 11.

**Geraldton District/Maps Required:**  
Longlac 42E/NE Heron Bay 42D/NE  
Steel Lake 42E/SE

**114 WHITE RIVER TO BREMNER**  
2 days/7 miles (11 portages)

With portages which total only one and three-quarter miles, this downstream trip on the White River begins at the town of White River and ends at the town of Bremner on Highway 17.

**White River District/Maps Required:**  
White River 42C/NW

**115 WHITE RIVER TO PAKOAWAGA LAKE**  
2 days/7 miles (2 portages)

This trip is an extension of the White River to Bremner route beginning and ending at Highway 17 about six miles east of White Lake Provincial Park.

**White River District/Maps Required:**  
White River 42C/NW

**116 WHITE RIVER/BREMNER RIVER/PINEI LAKE**  
5 days/40 miles - one way (10 portages)

Local commercial air services provide transportation to Pinei Lake for downstream travel to Highway 17. It is possible to travel up the river and return through rugged Pukaskwa wilderness country. Good fishing for brook trout and pickerel.

**White River District/Maps Required:**  
White River 42C/NW Pukaskwa River 42C/SW

**117 LITTLE WHITE RIVER/POKIE LAKE ROUTE**  
3 days/20 miles (7 portages)

Begin this trip where the Little White River crosses Highway 17 eleven miles south of the town of White River and reach Pokie Lake the first day. Spend a leisurely second day enjoying the brook trout fishing and proceed downstream to the town of White River.

**White River District/Maps Required:**  
White River 42C/NW Pukaskwa River 42C/SW

**118 TEDDER RIVER TO WAWIGAMI LAKE**  
4 days/22 miles (6 portages)

Easy portages along this route make it a particularly good one for inexperienced canoeists. Begin at the Tedder River bridge on Highway 17, six and one-half miles east of the town of White River and pass through several adjoining lakes on the way to Wawigami Lake. Pike, pickerel, lake and brook trout fishing is good all along the route.

**White River District/Maps Required:**  
White River 42C/NW

**119 HAMMER LAKE/UNIVERSITY LAKE/**  
**OBATANGA LAKE**  
4 days/18 miles (4 portages)

Begin this trip at Highway 17 approximately seventeen miles east of the town of White River and five miles west of the entrance to Obatanga Provincial Park. Travel through Hammer Lake, University Lake and Obatanga Lake rejoining Highway 17 at a point five miles south of the starting point.

**White River District/Maps Required:**  
Pukaskwa River 42C/SW

**120 KNIFE LAKE/UNIVERSITY RIVER/**  
**HAMMER LAKE**  
4 days/24 miles (5 portages)

This trip commences from the Fungus Creek bridge, twenty-two miles east of White River on Highway 17 at the northern boundary of Obatanga Provincial Park. It can be an extension of Hammer Lake, University Lake and Obatanga Lake canoe route.

**White River District/Maps Required:**  
Pukaskwa River 42C/SW

**121 MICHIPICOTEN RIVER ROUTE**  
**Lake Superior to Dog Lake**  
3 to 5 days/60 miles (9 portages)

This trip, combining upstream river and lake travel, was the first stage of the historic fast packet mail route of the Hudson's Bay Company from Fort Michipicoten on Lake Superior to Moose Factory on James Bay. The flow of this once rapid river has been modified by a number of dams to provide a pleasant easy journey from Highway 17 to Highway 651.

**White River District/Maps Required:**  
Goudreau 42C/SE Michipicoten 41N/NE

**122 SAND RIVER ROUTE**  
**To Lake Superior Provincial Park**  
6 days/35 miles (28 portages)

To reach Sand Lake, travel north from Sault Ste. Marie on the Algoma Central Railway for a distance of 140 miles. The Sand River tumbles down 600 feet through some of the most rugged and beautiful areas of Lake Superior Provincial Park. Paddling is difficult even for an experienced canoeist because of the fast water and numerous portages. Brook trout fishing in the area is quite good.

**White River District/Maps Required:**  
Michipicoten 41N/NE

**123 BATCHAWANA RIVER ROUTE**  
4 days/30 miles (9 portages)

To reach the Batchawana River travel north from Sault Ste. Marie on the Algoma Central Railway to Batchawana Station (Mile 80). This route, through some of the most spectacular scenery in the Algoma country, should be attempted only in May or June when water levels are high. The trip ends where the river reaches the Trans-Canada Highway 17, forty-three miles north of Sault Ste. Marie.

**Sault Ste. Marie District/Maps Required:**  
Batchawana 41N/SE Sault Ste. Marie 41K/NE

**124 GOULAIS RIVER ROUTE**  
**Ragged Lake to Searchmont**  
5 days/40 miles (16 portages)

This downstream trip starts at Ragged Lake and ends at Searchmont, both sites accessible by forest access road. There are numerous rapids, falls, quiet waters and some sections require extreme caution and good judgment. Canoe parties should have previous river experience. There is good brook trout fishing in the rapids.

**Sault Ste. Marie District/Maps Required:**  
Wenebagon Lake 41O/SW Sault Ste. Marie 41K/NE  
Wakomata Lake 41J/NW

**125 GARDEN RIVER ROUTE**  
3 days/40 miles

This downstream trip begins at a logging dam adjacent to the forest access road from Highway 556 approximately 35 miles northeast of Sault Ste. Marie and ends at the community of Garden River on Highway 17. The route should only be travelled during periods of high water in May and June. The last seven miles of the river pass through an Indian Reserve.

**Sault Ste. Marie District/Maps Required:**  
Wakomata Lake 41J/NW Sault Ste. Marie 41K/NE